

TWENTIETH ANNUAL REPORT  
OF THE  
RAILROAD COMMISSION  
OF THE  
STATE OF FLORIDA  
February 28, 1917.

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**TWENTIETH ANNUAL REPORT**  
**OF THE**  
**RAILROAD COMMISSION**  
**OF THE**  
**STATE OF FLORIDA**

**FOR THE YEAR ENDING FEBRUARY 28, 1917**



**1917**

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## COMMISSIONERS.

GEO. G. MCWHORTER, <i>Chairman</i> , Commissioner;	}	Aug. 17,
E. J. VANN, Commissioner;		1887, to
WILLIAM HIMES, Commissioner;		June 13,
JOHN G. WARD, <i>Secretary</i> .		1891.

(Commission was abolished by Act of Legislature, 1891;  
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	}	July 1,
HENRY E. DAY, Commissioner;		1897, to
JOHN M. BRYAN, Commissioner;		Jan. 3,
J. L. NEELEY, JR., <i>Secretary</i> .		1899.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	}	Jan. 3,
JOHN M. BRYAN, Commissioner;		1899, to
JOHN L. MORGAN, Commissioner;		Jan. 8,
JOHN L. NEELEY, <i>Secretary</i> .		1901.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	}	
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chair- man for the rest of the term.)		
JOHN M. BRYAN, Commissioner;		Jan. 8,
JOHN L. MORGAN, Commissioner;		1901, to
JOHN L. NEELEY, <i>Secretary</i> .		Jan. 6,
		1903.

(John L. Neeley resigned October 1, 1901, and  
Royal C. Dunn was elected as his successor.)

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	}	Jan. 6,
R. HUDSON BURR, Commissioner;		1903, to
JOHN L. MORGAN, Commissioner;		Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .		1905.

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	}	Jan. 3,
R. HUDSON BURR, Commissioner;		1905, to
JOHN L. MORGAN, Commissioner;		Jan. 8,
ROYAL C. DUNN, <i>Secretary</i> .		1907.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 8,
JOHN L. MORGAN, Commissioner;		1907, to
NEWTON A. BLITCH, Commissioner;		Jan. 4,
ROYAL C. DUNN, <i>Secretary</i> .		1909.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 4.
NEWTON A. BLITCH, Commissioner;		1909, to
ROYAL C. DUNN, Commissioner;		Jan. 3.
S. E. COBB, <i>Secretary</i> .		1911.
(S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)		

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 3.
NEWTON A. BLITCH, Commissioner;		1911, to
ROYAL C. DUNN, Commissioner;		Jan. 7,
J. WILL YON, <i>Secretary</i> .		1913.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 7,
NEWTON A. BLITCH, Commissioner;		1913, to
ROYAL C. DUNN, Commissioner;		Jan. 5,
J. WILL YON, <i>Secretary</i> .		1915.

R. HUDSON BURR, <i>Chairman</i> , Commissioner	}	Jan. 5,
NEWTON A. BLITCH, Commissioner;		1915, to
ROYAL C. DUNN, Commissioner;		Jan. 2,
J. WILL YON, <i>Secretary</i> .		1917.

# **Report of RAILROAD COMMISSION State of Florida**

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Tallahassee, Fla., March 1, 1917.

To His Excellency, Sidney J. Catts,  
Governor of Florida.

Sir:—In obedience to the law, the Railroad Commissioners have the honor to submit to you their annual report for the period beginning March 1, 1916 and ending February 28, 1917, the same being their Twentieth Annual Report.

**COMPARISON OF RAILWAY OPERATING REVENUES AND RAILWAY OPERATING  
EXPENSES IN FLORIDA—ALL LINES.**

Year Ending June 30.	Miles of Road Operated.	Total Railway Operating Revenues.	Total Railway Operating Expenses.	Total Net Revenue From Railway Operations.	Net Revenue Per Mile of Road Operated.
1902	3,235.38	\$10,375,745.70	\$ 7,685,781.26	\$ 2,689,964.44	\$ 831.42
1903	3,271.13	10,391,205.04	7,141,827.87	3,249,377.17	993.35
1904	3,364.49	11,638,896.19	8,047,625.47	3,591,271.72	1,067.40
1905	3,416.41	12,332,212.12	8,491,734.42	3,840,477.70	1,124.12
1906	3,508.90	13,826,328.73	9,631,840.72	4,194,488.01	1,195.38
1907	3,521.41	15,615,618.91	12,157,232.05	3,458,386.86	982.10
1908	3,907.49	15,748,008.89	12,500,839.69	3,247,169.20	831.01
1909	4,018.32	17,026,689.07	11,870,282.97	5,156,406.10	1,283.22
1910	4,304.62	19,441,618.11	13,310,546.47	6,131,071.64	1,424.30
1911	4,337.03	21,089,153.36	14,700,615.01	6,388,538.35	1,473.09
1912	4,543.58	22,652,848.74	16,726,060.40	5,926,788.34	1,304.42
1913	4,610.01	25,212,871.71	18,210,006.84	7,002,864.87	1,519.05
1914	4,772.33	25,160,844.87	18,420,291.03	6,740,533.84	1,412.41
1915	4,937.12	21,690,289.46	16,308,809.29	5,383,641.07	1,090.44
1916	4,995.45	24,759,572.55	16,574,496.91	8,185,075.64	1,638.50



## BRIDGE ARBITRARIES CASE AGAINST THE F. E. C. RAILWAY.

In the past it has been the practice of the Florida East Coast Railway to assess an arbitrary of 3c per passenger in addition to the regular passenger fare against persons crossing the bridges of that line at Jacksonville and Palatka, Fla. In the opinion of the Commissioners this was an illegal charge, as these bridges are just as much a part of the main line of the F. E. C. Railway as any other part of its track. Being unable to induce the carrier to take this view of the charge, the Commissioners brought suit before the Supreme Court of this State to prevent its application. In this case, as in all others where the revenue of a carrier is affected, it was necessary to go into the question in detail. These investigations were begun in the latter part of 1912 and, after several unavoidable delays, the record was presented to the court for its consideration. The decision was rendered on April 20, 1915, the position of the Commissioners being sustained. The Florida East Coast Railway then appealed the case to the United States Supreme Court, where it remained for quite a while, but before a decision was rendered by that body the East Coast Railway abandoned the suit and the charge was discontinued, effective on October 15, 1916.

It was stated before the court by the Florida East Coast Railway that to relinquish this charge would cost them \$19,154.70 per annum:

### JOINT RATES OF FLORIDA EAST COAST RAILWAY

Rule 19 of the Rules Governing the Transportation of Freight provides for the construction of joint rates. Prior to its amendment on October 22, 1912, this rule provided that joint rates would be constructed by taking the sum of the locals and deducting therefrom 10 per

cent on all classes except L, N, O and P. Effective on October 22, 1912, this rule was amended to provide for the construction of joint rates by taking the sum of the locals on *all* classes and deducting therefrom 10 per cent when the shipment moved over two roads and 20 per cent when the shipment moved over three or more roads. This was an important amendment in that it made the rule effective on all classes, and in that it provided for a 20 per cent deduction when the movement was over more than two roads. It was of particular importance to the lumber and crate material shippers of the State, for the reason that Class P, which was included in the amendment, covers practically all shipments of lumber and forest products. All of the carriers in the State, except the Florida East Coast Railway and the Ocala Northern Railway, which latter road was in the hands of a receiver, made the amended rule effective on their respective lines. The Florida East Coast Railway declined to obey this rule, as amended, and even went further and declined to obey the rule as it read before amendment, although it had been obeying the original rule prior to October 22, 1912. The Commissioners took the matter to the Supreme Court of Florida to have their rule as amended enforced, and after considerable litigation the court decided in favor of the Commissioners. The East Coast Railway then appealed the case to the United States Supreme Court, where it remained for quite a while, but before a decision was rendered by that body the East Coast Railway abandoned the suit, and amended Rule 19 was made effective on that line by tariff publication on November 5, 1916.

It was argued by the Florida East Coast Railway that the application of amended Rule 19 would reduce their revenues per annum in the amount of \$17,249.00.

It is the opinion of the Commissioners that Rule 19 should be made effective from the date of the order providing the amendment, which was October 22, 1912, and

under the authority of Section 2921 of the General Statutes they have made a demand on the Florida East Coast Railway for an accounting of all overcharges on joint shipments moving over its line since October 22, 1912, subject to amended Rule 19, the discovery of the names of all persons to whom it has become indebted because of failure to observe amended Rule 19, and the payment to all such persons of the indebtedness found to be due them. This action will remove the necessity of individual claims by interested shippers.

#### CLASS P RATES ON THE FLORIDA EAST COAST RAILWAY.

Prior to March 25, 1914, the Class P rates, applicable on lumber and forest products, on the F. E. C. Railway, were higher than the Class P rates on the A. C. L. or S. A. L. Railways. Effective March 25, 1914, the Commissioners issued Order 431, reducing the Class P rates on the A. C. L. and S. A. L. Railways, and making the reduced rates applicable on the F. E. C. Railway. The Florida East Coast Railway refused to obey this order and the matter was referred to the Supreme Court of Florida for adjustment. The court ordered testimony taken, which was, by agreement of counsel, taken before a Reporter. About six weeks were consumed in the taking of this testimony, the Commissioners being on the stand for a period of at least ten days. In addition, it was necessary for the Commissioners to have an audit of the books of the F. E. C. Railway made in order to determine its financial condition and the effect the proposed reduction would have on its revenues. The case was argued and re-argued before the Supreme Court and finally, on November 21, 1916, that court handed down its decision, sustaining the order of the Commission. This is an important decision, one that directly affects the lumber and forest products of this State. The effect of

this order is clearly set forth by the statement of the carrier in the record that the application of the new rates to its business for the year ending June 30, 1915, would result in the reduction of its revenues in the amount of \$32,648.83, which, of course, is a saving of that amount to the shippers of the State.

The Florida East Coast Railway published the new Class P rates, effective December 16, 1916. It is our opinion, however, that these rates should be made effective from the date of Order No. 431, which was on March 25, 1914, and under the authority of Section 2921 of the General Statutes the Commissioners on February 1, 1917, made a demand on the Florida East Coast Railway for an accounting of all overcharges on shipments moving over its line since March 25, 1914, subject to Order No. 431, the discovery of the names of all persons to whom they have become indebted under Order No. 431, and payment to all such persons of the indebtedness found to be due them. This action will remove the necessity of individual claims by interested shippers.

#### SUMMARY.

The result of the three foregoing cases against the Florida East Coast Railway means a saving to the shippers and travelers of this State each year of \$69,052.53, as follows:

Class P .....	\$ 32,648.83
Rule 19 .....	17,249.00
Bridge Arbitraries .....	19,154.70
<hr/>	
Total .....	\$ 69,052.53

These figures are arrived at by taking the year preceding each case and are likely to be minimum figures, as business in this State will undoubtedly continue to grow and the greater the business the greater will be the bene-



fit to shippers. In fact, the current reports to the Commission indicate that the business of the Florida East Coast Railway has already increased materially over that done during the years from which the above figures were taken.

This relief does not stop with the ending of these cases, but the saving to the public will go on from year to year just so long as there is in existence the restraining force of a State Railroad Commission.

### RATES ON CORN TO THE PORTS.

In the fall of 1915 the Commissioners began investigating the question of carload rates on corn from points in Florida to the ports of Jacksonville, Tampa and Pensacola. It was found, particularly in those counties in West and Middle Florida, where cotton has been one of the staple crops, that the ravages of the boll weevil was becoming a serious menace to the production of cotton in the quantities that had formerly been produced. Under the prevailing conditions it was found necessary for the farmers to quickly adopt some other crop to partially at least take the place of cotton.

Most of the farmers decided upon corn as the most available substitute; in fact, a large acreage of corn had already been planted when this investigation was begun. It was found that under Florida Classification we had an any-quantity rate on corn, no carload rate being in effect. It was also found that on account of the depressed rates to the above-named ports, based on water and other competitive conditions, it would be necessary to reduce the Florida rates to those points in order to allow the Florida farmer to compete at the ports with corn shipped in from interstate points.

On account of the necessity for quick action the Commissioners decided to handle the matter with the trunk lines. Accordingly, a conference was arranged between

the Commissioners and Messrs. Menzies of the A. C. L. and Mr. Capps of the S. A. L. Railway. As a result of this conference the Atlantic Coast Line and the Seaboard Air Line Railways, through their traffic officials, agreed to put in the following rates on corn, carload, from stations on their lines to Jacksonville and Tampa, Fla.:

10 miles and under .....	6c
50 miles and over 10 miles .....	8c
75 miles and over 50 miles .....	9c
200 miles and over 75 miles .....	10c

These rates are based on a carload minimum weight of 40,000 pounds.

The traffic officials of the Louisville and Nashville Railroad were asked to join the A. C. L. and S. A. L. Railways and extend these rates to the shippers along their line in Florida. Notwithstanding the fact that probably a greater corn-raising territory lies contiguous to the L. and N. Railroad than to the other two lines, that road declined to voluntarily join in these rates. The Commissioners then ordered a formal hearing to be held in Marianna, Fla., on October 16 to consider what rates on corn in carload lots should be made effective on the L. and N. Railroad in Florida. As a result of this hearing Order No. 529, effective December 1, 1916, was issued, prescribing the following rates on corn in carload lots, minimum weight 40,000 pounds, from stations on the Louisville and Nashville Railroad in Florida to Pensacola and River Junction, Fla.:

10 miles and under .....	6c
50 miles and over 10 miles .....	8c
90 miles and over 50 miles .....	10c
165 miles and over 90 miles .....	12c

In addition, the carriers have signified their willingness to put in shucking and shelling in transit arrangements in connection with these rates, which will allow the stopping of shipments in transit for the purpose of shelling or shucking in transit.

These are very low rates; in fact, they are lower than similar rates in any of the Southeastern States, and it is the opinion of the Commissioners that they will be of considerable benefit to the farmers of Florida. The rate itself is not everything, however, and if the farmers of this State expect to realize the full benefit and make the raising of corn one of the principal industries it devolves upon them to use the advanced methods that are in use in the great corn-growing sections and see that the corn is properly cleaned and graded and put up in sacks of standard size and weight. This end is already being attained at some points, where modern elevators have been erected.

#### RATES AND FACILITIES ON STRAWBERRIES.

In May, 1915, Hon. E. S. Matthews, of Starke, Fla., took up with the Commissioners the question of rates and facilities on strawberries from Starke, Lawtey and other Florida shipping points to Eastern markets. It was contended that not only were the rates from the berry-growing section of Louisiana lower than from the Florida shipping points, notwithstanding the fact that the distance from the Florida points was much nearer. It was also contended that the service being afforded the shippers from Louisiana was much better than that given to the Florida shippers because of the fact that express refrigerators were in service from Louisiana points and because of the further fact that the freight refrigerators used in the Louisiana service were more suitable for the handling of berries in quantity than were the refrigerators being furnished the Florida shippers.

The Commissioners immediately began an investigation of this complaint, and their counsel and rate expert were sent to Hammond and Independence, La., to make a personal investigation of the conditions prevailing in that territory. The result of this investigation proved conclusively that the complaint was well-founded and the Florida shippers were being greatly handicapped by the better service and lower rates being furnished to their competitors. It was found that the Louisiana growers were being given express refrigerator service to Eastern cities at lower rates than were being given the Florida shippers in Armour cars and by freight service.

The Commissioners made a formal request on the Southern Express Company to reduce its present rates on berries from Florida points to Eastern cities, and also to furnish express refrigerator cars for this traffic, advising that they would be in session at Starke, Fla., on July 30 to receive and consider the reply of the express company. At this hearing the express company took the position that the rates in question were carload rates and that their contract with the rail lines prohibited them from handling carload traffic. They further contended that if they undertook to engage in such traffic the rail carriers would have to furnish the cars therefor, and that none of the carriers were provided with cars suitable for passenger traffic. The Commissioners then took the matter up with the traffic managers of the A. C. L. and the S. A. L. Railways, the two originating carriers, and both of them declined to consider the proposition of furnishing express refrigerator cars for the handling of strawberries and other perishables by express.

The next step was to take the matter to the Interstate Commerce Commission, which was done on May 4, 1916. The petition to the Interstate Commerce Commission was so drawn as to include not only Starke and Lawtey, Fla., the original complainants, but all other berry shipping points in this State. A formal hearing was set for Sep-



tember 14, 1916, at Tallahassee, Fla., before Examiner Burnside. At this hearing appeared witnesses for the growers from Starke, Lawtey, Plant City, Lakeland, Kathleen and, in addition, there appeared witnesses from the commission houses of the East to testify as to the condition of the berries on arrival under the present conditions. The hearing was continued to be resumed in New Orleans, La., before Examiner Burnside, at which counsel for the Commissioners appeared to take the testimony of a witness from the Louisiana section. A further hearing was held in Washington, D. C., on November 13, 1916, at which additional testimony from the commission men of the Eastern cities was taken. On Wednesday, February 14, 1917, counsel for the Commission made oral argument in Washington before the Interstate Commerce Commission, and this case is now being considered by that body.

In some respects this is one of the most important cases that the Florida Railroad Commission has ever taken before the Federal Commission. It is important not only because of the great benefits that may result from its decision, but also because it involves a principle that is practically new in the regulation of common carriers. We refer to the question of whether or not it is within the power of the Interstate Commerce Commission to require the operation of refrigerator cars in express service for the handling of perishable business if, in the opinion of the Commission, there is at any point enough volume of perishable business to warrant such express refrigerator service, or, in a broad sense, the furnishing of a special type of equipment.

In deciding the case of the "Pennsylvania Paraffin Work vs. Pennsylvania Railroad Company," the Commission undoubtedly held that it had this power. This case, however, was appealed to the United States Supreme Court and the decision of that body was rather against the assumption of the Commission that it had such power.

The Florida Railroad Commission has left nothing undone to make this strawberry case as strong as possible. and while we may not get all we are asking for we are confident that a certain measure of relief will be given the shippers of Florida.

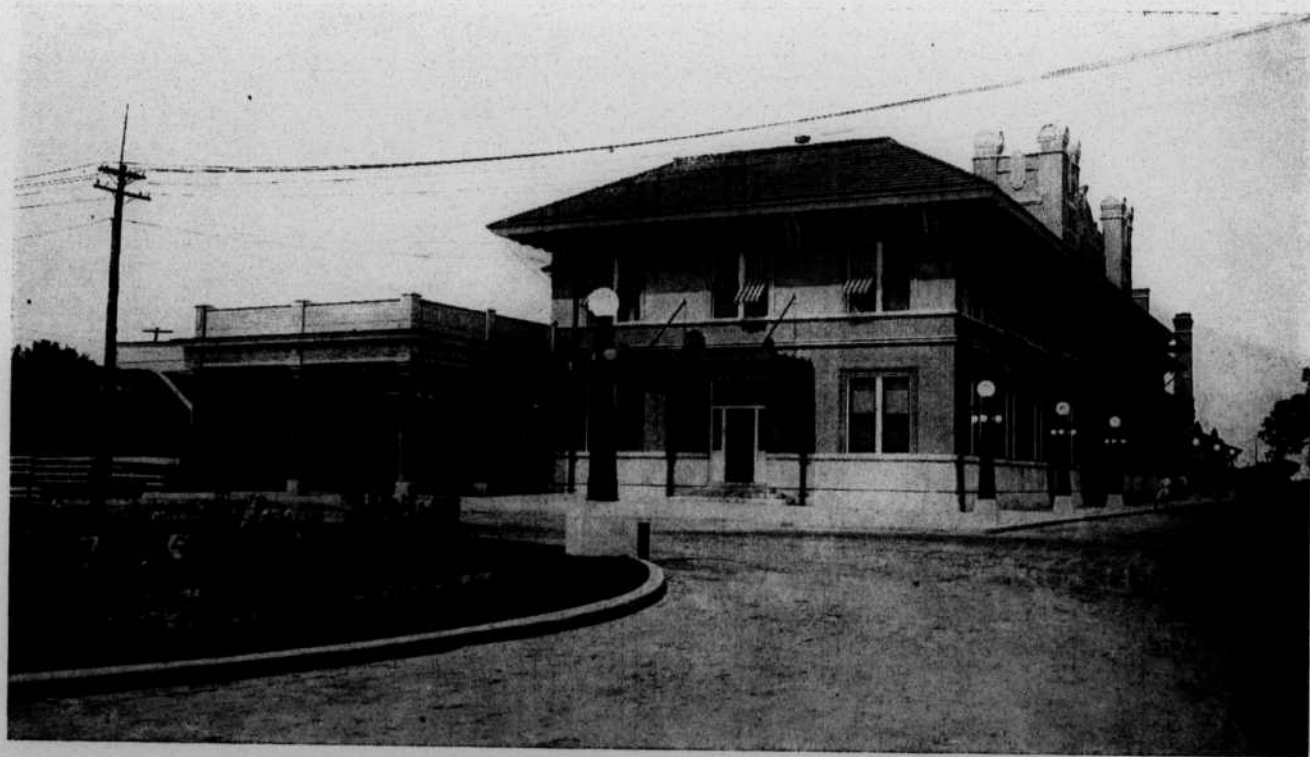
#### AMENDMENT OF RAILROAD COMMISSION LAW.

Some defects exist in the Railroad Commission Law that interfere with its effective administration. It is necessary for the Legislature to so amend the law as to give the Commissioners authority desirable for the proper enforcement or administration of it so as to serve the best interests of the public. At the proper time we will ask to have introduced in the Legislature bills embodying such recommendations as we think ought to be made into law.

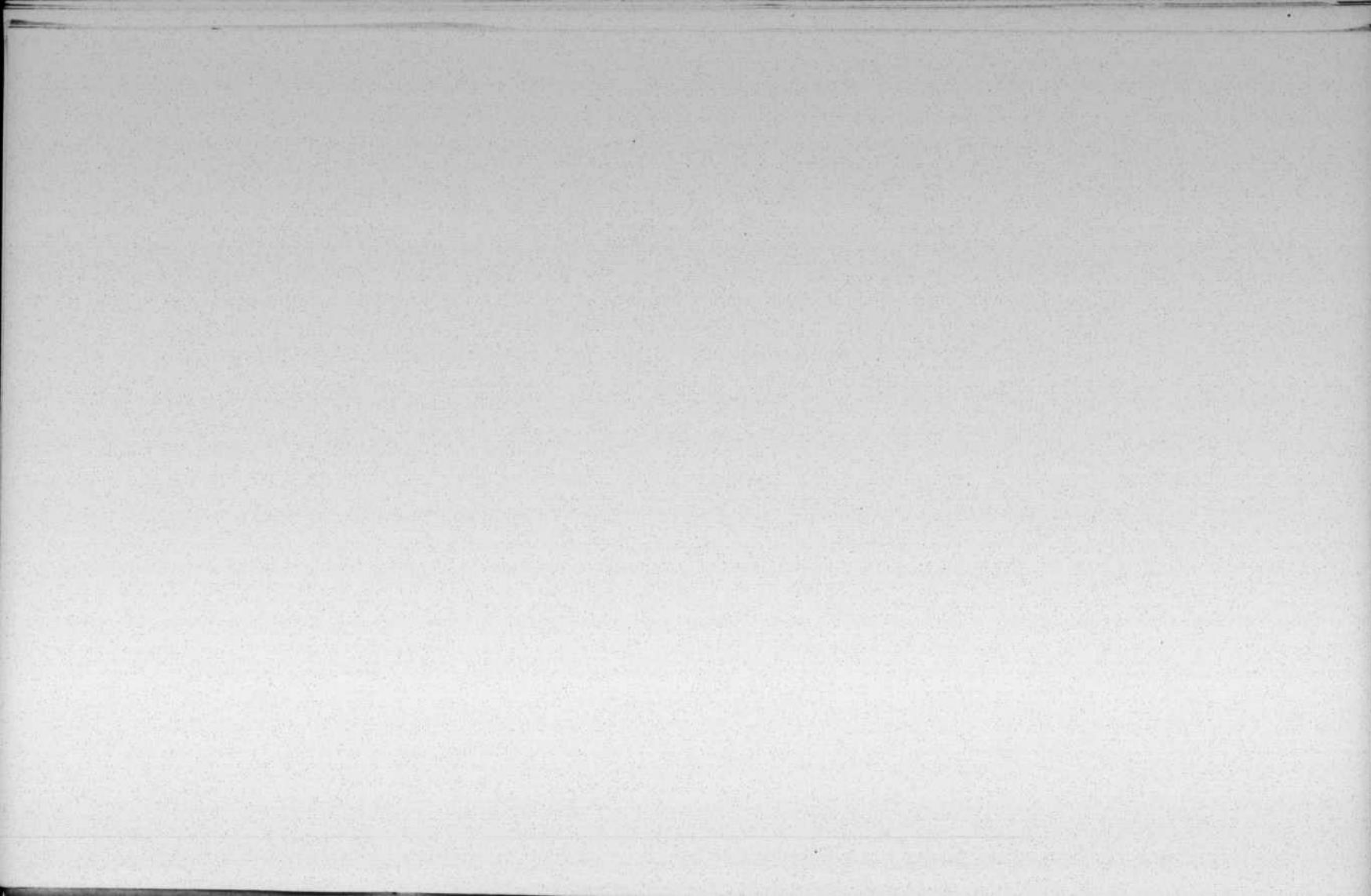
Through oversight, or otherwise, Section 2892 of the Cenegral Statutes of Florida, defining the term "common carrier" to be regulated by the Railroad Commission, does not mention or cover gasoline or power boats, although said section does make steamboats subject to regulation.

A considerable part of the water transportation in the State is done by power boats, which are a big factor in competing with other carriers that are subject to regulation. Complaints come to us from time to time with reference to rates and practices of gasoline boat lines, but no relief can be given by us in such cases for lack of direct statutory provision on the subject. For these reasons it is recommended that the law be amended so as to give us jurisdiction in the regulation of crafts of this character, the same as applies to steamboats.

We would recommend that the law be amended to give the Commissioners power to require connection between two railroads serving the same community as well as those crossing or meeting.



LOUISVILLE & NASHVILLE RAILROAD—PASSENGER STATION AT PENSACOLA  
This is one of the prettiest and best-kept stations in the South.





That all release clauses in shipping receipts with respect to the valuation of property be required to be submitted to the Commissioners for their approval.

We also recommend some amendments to the Telegraph and Telephone Act, which recommendations we will incorporate in the form of a bill to be introduced in the Legislature.

The power of the Commissioners which has heretofore existed with regard to the location of joint or union stations has been limited by the decision of the Supreme Court of Florida in the case State of Florida ex rel. vs. Jacksonville Terminal Company et al. Therefore, we recommend the passage of a statute that will make the powers and duties of the Railroad Commissioners perfectly clear with respect to this question.

#### CHANGING REPORTING YEAR FROM JUNE 30 TO DECEMBER 31.

The Interstate Commerce Commission has entered its order changing reporting year from June 30 to December 31. With regard to this, the Commissioners have sent to all carriers in the State, which have been required to make annual reports of operations, revenues and expenses, the following communication:

Tallahassee, Fla., Jan. 18, 1917.

*To All Railroads and Common Carriers Doing Business  
in Florida:*

The reporting year for carriers in this State is fixed by statute for the year ending June 30, and our Commission can not arbitrarily change this. But for the sake of convenience and unity the Commissioners believe that it will be best to have their reporting year changed to correspond with that of the Interstate Commerce Commission. They will recommend to the Legislature, which meets in April, that the law be amended to this extent.

Anticipating action by the Legislature on this recommendation, forms have been ordered and will be sent out to the carriers, with request that they be filled out and filed for year ending December 31, 1916.

Yours very truly,

J. WILL YON, Secretary.

#### SCOPE OF THE COMMISSION'S WORK AND JURISDICTION.

Not less than 10,000 letters and communications were written and sent out by the Commission during the last year, in the handling and disposition of the various matters coming before the Board. Nearly all complaints made are adjusted by informal correspondence with the carrier against whom the complaint is made. As shown in statement below, out of 469 complaints only 17 had to be disposed of by formal hearing and order.

The scope of the Commissioners' work and the matters handled by them are so numerous that it is impossible to take up and cover in this report every matter that has been before us and the disposition made of it. The Committee on State and Federal Legislation of the National Association of Railway Commissioners submitted a list of questions to be answered that would furnish information as to the scope of this Commission's work and jurisdiction. This information was for filing with the Joint Committee of the Senate and House of Representatives, known as the Newlands Committee, appointed under authority of Congress to conduct a broad inquiry into railroad affairs. One consideration in connection with the inquiry of this joint congressional committee is the extension of the jurisdiction of the Interstate Commerce Commission to cover matters of commerce now regulated by the various State Commissions within the bounds of their respective States, which would practically abolish all State regulation of carriers and place it all under

the jurisdiction of the Interstate Commerce Commission. This statement, we think, is a favorable comparison of the effectiveness of State regulation as opposed to what it would be if it all were placed under Federal control. In addition to showing this, it will also give you an idea of the work the Commission is doing. The statement referred to is as follows: :

# I. EXTENT OF COMMISSION'S JURISDICTION.

(a) State the kind of public service agencies over which the Commission has rate-making powers.

Answer: Steam railroads, steamboat companies (both freight and passenger), express companies, sleeping car, dining car or parlor car companies, telegraph and telephone companies.

(b) State the kinds of public service agencies over which the Commission has power to prescribe adequate service.

Answer: Same as (a).

(c) State the kinds of public service agencies over which the Commission has regulatory powers, but as to which it does not possess the power to fix rates.

Answer: None.

(d) State the general nature of such powers and of other duties than those relating to the regulation of rates and service of public service agencies which the Commission exercises.

Answer: We do not understand exactly what is wanted by this question, but give the following as information:

Power to prevent discrimination against persons or localities, either by railroads, railroad companies, steamboat, telephone or telegraph companies.

Power to require physical connection between railroad companies crossing or meeting each other at any point.

Power to require railroad and water carriers serving a

given point to make such physical connections as may be necessary to properly facilitate the transfer of freight or passengers from one of said carriers to the other.

To compel the interchange of traffic and cars between railroad companies under such rules and regulations as will secure due compensation for and prompt return of cars.

To require the establishment of stations at which trains may be required to stop; the establishment of landings and wharves at which water carriers may be required to stop; to designate the location and require the erection of freight and passenger depots, houses, platforms and wharves with all necessary conveniences for the safety and comfort of passengers and proper handling and protection of freight, and to require a sufficient force of employees to be maintained thereat.

To supervise and control passenger, terminal or union depot companies, whether owned or operated by any railroad or by separate company organized for that purpose, and to require the admission into such union depot or terminal of any such railroad company which might desire to enter the same, or which may be required to enter the same by the Commissioners, and to compel the person or company operating the same to furnish the railroad entering a fair and equal participation in all the rights, privileges, etc., and to prescribe and enforce reasonable rates for the uses and privileges of such terminals or depots.

Also to require two or more railroads entering the same point to erect and maintain a joint passenger or freight, or a joint passenger and freight terminals or union depots.

Also to require railroads to connect with private side tracks on reasonable terms and conditions.

Also to regulate charges for storage, wharfage, demurrage and reciprocal demurrage.

Also to direct the use and charges for refrigerator

cars, refrigerator boxes, icing and other facilities and services incidental to transportation.

Also to regulate all other matters pertaining to the receiving, handling, care, transportation and delivery of property, and to the safety, care, comfort, convenience, proper accommodation and transportation of passengers that shall be for the good of the public.

Also to prescribe all rules and regulations appropriate for the execution of any of the powers conferred by law, either in express terms or by implication.

To prescribe a classification governing the handling of freight within the State, together with such classification rules as necessary.

All contracts and agreements between common carriers as to rates of freight and passenger tariffs shall be submitted to the Railroad Commission for inspection and correction, and such agreements not approved by the Commissioners shall be deemed illegal and void. To enforce the law with reference to the granting of free or reduced rates for transportation.

To bring proceedings by mandamus, injunction, mandatory injunction, prohibition or procedendo against common carriers or their officers or agents to compel the observance of the Railroad Commission law, or any rule, rate or regulation of the Commissioners made thereunder, or to compel the accounting for and the refunding of any monies exacted in violation of the provisions of the Railroad Commission law.

To impose penalties for the violation of the law, or any rule, rate or regulation made thereunder, and to institute suit in the name of the State for the recovery of the same.

To collect overcharges in freight and, if necessary, to sue in behalf of the claimant.

The Commission is clothed with statutory authority to employ an engineer to inspect the physical properties and equipments of railroad companies and other common



carriers, and to require the same kept in a safe and proper condition. The law was passed in 1907.

Power to examine agents and employees of all public service agencies, subject to the jurisdiction of the Commission, and make any examination or audit of books and accounts of such agencies as are necessary to aid the Commissioners in the discharge of their duties; and to punish for contempt any officer or agent of such agencies as may hinder the Commissioners in the discharge of this duty; and to punish as contempt any act which, if committed in the presence of the Circuit Court, would be declared a contempt; to administer oaths, and to exercise any judicial powers which may be necessary to enforce or perform any function, duty or power conferred upon the Commissioners by law.

(e) State if the Commission has jurisdiction over the following matters:

1. Issuance of stocks, bonds, etc.; if so, as to what kind of corporations and to what extent is the power conferred, and how is it exercised.

Answer: No.

2. Issuance of certificates of convenience and necessity, or approval of routes or locations of lines, rights of way, etc.; if so, as to what kind of corporations and to what extent, and how the power is exercised.

Answer: No.

3. Approval of sales, leases or reorganizations; and if so, to what extent and as to what kind of corporations the power is exercised.

Answer: No.

4. Fixing of terms upon which public service properties may be acquired by municipalities, etc.

Answer: No.

5. Designation of standards of construction of (a) railroads, (b) other forms of public service agencies.

Answer: No.

6. Grade crossings, crossings of railroads by railroads,

grade separations, and overhead wires across railroads.

Answer: No.

(f) Does the Commission possess any power to relieve the carriers from the operation of any law passed by legislative authority; as, for instance, the requirement that the right of way be fenced, that a minimum number of trains be operated except as relieved by the Commission, etc., etc.? If so, state generally the powers possessed by the Commission and the statutory requirement itself.

Answer: In addition to the power to relieve railroad companies in the operation of the "long and short haul law" in this State, the Commission possesses the following power:

"Every railroad company shall operate over every part of its line not less than one passenger and one freight train each way daily, except Sunday, unless the Railroad Commissioners shall determine that the public need does not require a greater service than one mixed train each way daily, except Sunday, and if they shall so determine such service will be deemed sufficient until the Commissioners otherwise order." (Section 2896 of the General Statutes of Florida, as amended in 1913.)

## II. HISTORY OF REGULATION WITHIN THE STATE.

(a) In what year was the present law passed under which the Commission acts? Was it passed by the Legislature or by the use of either the initiative or the referendum?

Answer: In 1897 as to railroads, steamboats and express companies, by act of the Legislature. In 1899 there was a constitutional amendment submitted to the people of the State conferring judicial powers upon the Commis-

sion. As to telegraph and telephone companies, 1913, by act of the Legislature.

b) Was that law the first experiment in regulation within the State? If not, state the history of previous regulation and regulatory bodies.

Answer: The Legislature of 1887 enacted a law creating a Commission for the regulation of railroads, steamboats and express companies and the Legislature of 1891 repealed it.

c) In what year did regulation become effective as distinguished from merely advisory or nominal, if there have been any changes in that regard,

Answer: The law has always been regulatory and not merely advisory.

(d) As evidenced by legislation in fact enacted, has the tendency in recent years been to strengthen or to weaken the regulatory powers of the Commission?

Answer: The law has been amended from time to time since its enactment with the tendency to broaden, as well as strengthen, the regulatory powers of the Commission.

(e) What has been the tendency within the State as to seeking the advice of the Commission upon proposed legislation affecting public service agencies, and particularly railroads, telegraph, telephone and express companies?

Answer: With few exceptions, legislators have advised with the Commissioners and generally the Commissioners have been heard by the proper committees with relation to amendments of the law.

(f) What has been the tendency as to the passage of statutes which are unduly burdensome to public service agencies, or are retaliatory or punitive?

Answer: There has been none.

(g) Within recent years, what has been the attitude of the law-making body in the State as to the passage of laws desired by the public service agencies and which

they show are in the public interest or contribute to the prosperity of such corporations?

Answer:: There has been no such legislation.

### III. MANNER IN WHICH THE COMMISSION'S JURISDICTION IS EXERCISED.

(a) Does the Commission, as a matter of policy, pursue the plan of endeavoring to settle all disputes in an informal way if possible; and if so, what has been the result of such practice and policy?

Answer: Yes. The Commissioners endeavor to settle all questions arising in an informal way, if possible. The result of this policy has been that fully 99 per cent of all matters arising are either settled by correspondence or by informal conference with proper officers of the affected corporations.

(b) Please prepare a statement for several years back, if possible, by separate years, and in any event for the last reporting year of the Commission, which will show in as much detail as possible the following facts: (The number of complaints filed *against railroads*, giving the number of formal and informal separately):

Answer:

#### NUMBER OF COMPLAINTS FILED AGAINST RAILROADS.

	1914	1915
<i>As to Rates—</i>		
Formal .....	3	2
Informal .....	277	227
<i>As to Reasonableness of Rates—</i>		
Formal .....		....
Informal .....	16	17
<i>As to Service—</i>		
Formal .....	12	4
Informal .....	123	90

<i>As to Facilities—</i>	1914	1915
Formal .....	20	11
Informal .....	54	55
<i>As to Loss and Damage Claims—</i>		
Formal .....	...	....
Informal .....	97	36
<i>As to Other Matters</i>		
Formal .....	...	....
Informal .....	45	27

## NUMBER OF COMPLAINTS FILED AGAINST EXPRESS COMPANIES.

<i>As to Rates—</i>	1914	1915
Formal .....	2	2
Informal .....	22	14
<i>As to Service—</i>		
Formal .....	3	2
Informal .....	23	14
<i>As to Facilities</i>		
Formal .....	2	....
Informal .....	2	2
<i>As to Loss and Damage Claims—</i>		
Formal .....	...	....
Informal .....	8	4

## NUMBER OF COMPLAINTS FILED AGAINST SLEEPING CAR COMPANIES.

<i>As to Rates—</i>	1914	1915
Formal .....	...	....
Informal .....	2	....

## NUMBER OF COMPLAINTS FILED AGAINST WATER CARRIERS.

<i>As to Rates—</i>	1914	1915
Formal .....	...	....
Informal .....	...	3
<i>As to Service</i>		
Formal .....	...	....
Informal .....	...	4



NUMBER OF COMPLAINTS FILED AGAINST TELEPHONE  
COMPANIES (1915-1916).

During the years 1915-16 the following number of complaints were filed against telephone companies:

<i>As to Rates</i> —1915—	_____	_____	1916—	_____
Formal.	1	Informal.	15	Formal. 0 Informal. 9
<i>As to Service</i> —				
Formal.	0	Informal.	24	Formal. 0 Informal. 8
<i>As to Other Matters</i> —				
Formal.	0	Informal.	4	Formal. 1 Informal. 10
<i>Totals</i> —	—	—	—	—
Formal.	1	Informal.	43	Formal. 1 Informal. 27

*Total Complaints Made—*

1915....44

1916....28

NUMBER OF APPLICATIONS MADE BY RAILROADS.

	To Increase		Granted in	
	Rates	Granted	Part	Refused
1914 .....	2	2	..	..
1915 .....	15	13	..	2

APPLICATIONS MADE BY RAILROADS TO  
INCREASE RATES.

*Answer:*

2. On May 22, 1915, the Louisville and Nashville Railroad made application to the Commission for permission to cancel certain commodity rates between stations on its lines in Florida. This was quite a lengthy petition, involving numerous commodity rates that had been in effect on that line for a number of years. The petition was given the closest attention by the Commissioners and a hearing was ordered held at Marianna, Fla., on August

10, 1915, to formally consider the matter and determine whether or not the petition should be granted, in whole or in part.

After the hearing further consideration was given the matter, and the Commissioners issued their Order No. 499, effective December 1, 1915, authorizing the L. and N. Railroad to withdraw its commodity rates on the following articles.

- Barrels, empty, for rosin and turpentine.
- Barrels, empty, oil.
- Brick, C.L.
- Clay, fire, C.L.
- Building material.
- Coal and coke, C.L. and L.C.L.
- Crossties, wooden.
- Emigrant movables, C.L. and L.C.L.
- Fertilizer, C.L. and L.C.L.
- Fruits, vegetables and watermelons, C.L. and L.C.L.
- Gophers.
- Grain, chops and bran.
- Ice.
- Iron, special, L.C.L.
- Live Stock, C.L.
- Lumber and forest products.
- Logs.
- Oil, coal.
- Salt.
- Stanchions.
- Stone, sand, gravel.
- Wood.

This action, taken as a whole, made quite an advance in the rates referred to and was based on the desire of the Commissioners to perfect the rate adjustment of the L. and N. Railroad and bring its rates more into line with those operated by the Atlantic Coast Line and Seaboard

Air Line, the two other trunk lines of the State. (See Order No. 499, Nineteenth Annual Report.)

Shortly after the first of January, 1915, the effects of the European war began to be felt in Florida, particularly with respect to the lumber industry. The movement was very much curtailed and in many instances the mills were shut down entirely. This loss of traffic fell with heavy force upon the smaller lines of the State, and they began to make application to the Commissioners for an advance in the Class P or lumber rates, and in response to these petitions a hearing was held and Order No. 473 issued, authorizing an advance in the Class P rates on the following railroads:

- Apalachicola Northern.
- Atlanta and St. Andrews Bay.
- Birmingham, Columbus and St. Andrews.
- Florida, Alabama and Gulf.
- Gulf, Florida and Alabama.
- Live Oak, Perry and Gulf.
- Madison Southern.
- Marianna and Blountstown.
- Lake Hancock and Clermont.
- Ocala and Southwestern.
- Pensacola, Mobile and New Orleans.
- South Georgia.
- Tampani and Jacksonville.
- Tavares and Gulf.
- Georgia and Florida.

These advances were understood to be temporary and to continue in effect until commercial conditions improved. The rates are still in effect. (See Order No. 473, Eighteenth Annual Report, and Order No. 504, Nineteenth Annual Report.)

For a number of years the Georgia, Florida and Alabama Railway had maintained a line of commodity rates on logs between points on its lines in Florida that were

materially lower than the prescribed rates of the Commission and lower than the log rates carried by its competitors. Upon application, a hearing was held on December 1, 1915, and after fully considering the matter the G., F. and A. was allowed to cancel these commodity rates and substitute therefor the regular Class P scale of the Commission, an advance of about 20 per cent. See Order No. 500, Nineteenth Annual Report.)

During the latter part of 1915 the Commissioners authorized the Atlantic Coast Line and Seaboard Air Line Railways to discontinue the application of their commodity rates on short-length logs and to apply thereon Class P per car of 40,000 pounds. This was a slight advance over the rates that were formerly in effect. (File No. 3752.)

On October 20, 1914, the Commissioners authorized the Sanford and Everglades Railroad to withdraw its commutation fares for school children. This action was taken when the S. and E. was purchased by the Atlantic Coast Line and was done in the interest of uniformity and to prevent an inequitable adjustment in the A. C. L. rates. (File No. 3588.)

September 26, 1914, the Atlantic Coast Line was authorized to withdraw its commodity rate of 19c per 100 pounds on oil, petroleum and its products from Tampa, Fla., and group, to Leesburg, Fla., and to substitute therefor a rate of 22c per 100 pounds.

The latter part of December, 1915, the Georgia Southern and Florida Railway was authorized to withdraw its commodity rates on lumber between Kent, Crawford, Keene, Plummers, Gings Grove and Hoyt and Jacksonville, Fla., and to substitute therefor the maximum rate of the Commission. This was an advance over the rates being operated.

On September 23, 1915, the Commissioners authorized a marked advance in the rates of the Menge Bros. Steamboat Line between Fort Myers, Fla., and landings on the

Caloosahatchee River. The boat line made a showing that the former rates were not remunerative, due in part to the rates themselves and in part to changed conditions of operating, brought about by the drainage of the Everglades, said drainage having affected the headwaters of the Caloosahatchee River. (See Order No. 497, Nineteenth Annual Report.)

Through the operation of the long and short haul law the Atlantic Coast Line and Seaboard Air Line Railways were allowed, effective April, 1915, to advance all of their rates between Jacksonville and Tampa, Fla. This advance in some cases amounted to as much as 64 per cent and as the traffic between these points is quite heavy this action affected a considerable portion of the revenues of these carriers in this State.

Similar action was taken with reference to rates between Jacksonville and point on the Manatee River; also with reference to rates between Jacksonville and St. Petersburg, Fla.

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#### AS TO RELIEF AGAINST THE LONG AND SHORT HAUL LAW.

During the years 1914 and 1915 sixty-five specific applications for relief from the provisions of the long and short haul law were made, in addition to the general applications that were made at the time the law went into effect. In some instances these applications dealt with rates between specific points and in others they dealt with the rate structure covering a large territory. Fifty-seven of these specific applications were granted, while eight of them were declined. The policy of the Commission has been a liberal one in passing upon applications of this nature, and the applications have been granted where sufficient cause was shown and where the applica-



tion could be granted without favoring one community as against another.

On account of our extended coast line, and the number of navigable streams running from the interior to the coast, the long and short haul question is probably as acute in Florida as it is in any other State, and it has been the policy of the Commission in administering that law to give full consideration to the water competition that has to be met by the rail carriers insofar as it could be done without doing violence to the interests of the shippers of the State and without bringing about conditions that would be prejudicial to one community as against another, both being similarly situated.

The fencing of the rights of way is covered by a special statute and is not subject to the jurisdiction of this Commission.

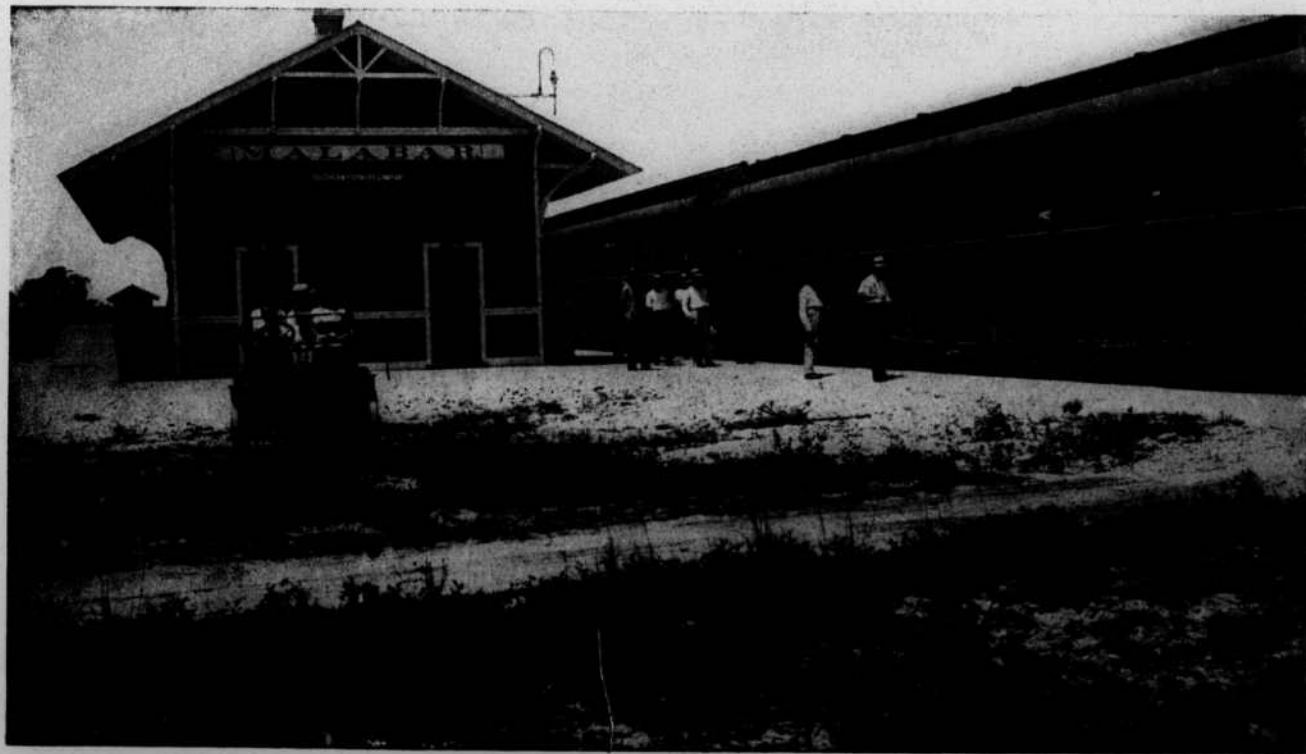
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#### NUMBER OF APPLICATIONS MADE BY RAILROADS AS TO RELIEF FROM THE PROVISIONS OF THE LONG AND SHORT HAUL LAW.

	1914	1915
Applications made .....	11	54
Applications granted .....	10	47
Applications denied .....	1	7
Applications granted in part.....	..	..

#### AS TO EXPRESS MATTERS.

Shortly after the adoption by the Interstate Commerce Commission of its new express rates, based on the block system, the Southern Express Company made application to the Florida Railroad Commission to be allowed to put into effect on Florida intrastate express business the same system of stating rates as that adopt-



FLORIDA EAST COAST RAILWAY—PASSENGER TRAIN AND STATION AT MALABAR



ed by the Interstate Commerce Commission, with certain modifications to meet local conditions.

It was argued by the express company that the new system not only brought about a greater degree of uniformity, but reduced their expenses materially from accounting standpoint, at the same time reducing the probability of errors in the quoting and application of rates.

The Commissioners went into this matter very carefully, as they were in favor of any system that would reduce the expense of the carrier in handling the business, while conserving the interests of the shippers. The Commissioners were also favorable, and still are, to the adoption of any practical changes looking to uniformity.

A check was made of one day's business at a time when practically all classes of traffic were moving, applying thereto the rates of the Commission which were then in effect, and for the purpose of comparison applying also to the same business the proposed rates. This comparison showed that from the standpoint of revenue to the company, or cost to the shipper, there was very little difference between the rates of the Commission and those proposed by the express company.

After due consideration, Order No. 506 was issued, effective March 1, 1916, authorizing the adoption of the new system as proposed by the express company, with certain modifications proposed by the Commissioners. Some rates were raised and some were reduced, but the general result was no serious disturbance of the revenues of the express company and little, if any, added expense to the shippers as a whole.

There have been some complaints as to specific rates under the new system, but these complaints are in no wise general. (See Order No. 506, Nineteenth Annual Report.)

# NUMBER OF APPLICATIONS MADE BY TELEPHONE COMPANIES (1915-16).

During the years 1915 and 1916 the following number of applications were made by telephone companies:

<i>To Change Rates—</i>	1915	1916
Granted .....	5	7
Granted in part .....	2	5
Refused .....	2	2
Pending .....	..	8
	—	—
Total .....	9	22
 <i>To Discontinue Stations—</i>		
Granted .....	1	3
Granted in part.....	..	..
Refused .....	..	1
Pending .....	..	..
	—	—
Total .....	1	4
 <i>As to Other Matters—</i>		....
Granted .....	3	2
Granted in part.....	1	4
Refused .....	1	2
Pending .....	..	..
	—	—
Total .....	5	8
 <i>Total Applications—</i>		
Granted .....	9	12
Granted in part.....	3	9
Refused .....	3	5
Pending .....	..	8
	—	—
Grand Total .....	15	34



# INVESTIGATIONS MADE BY THE COMMISSION ON ITS OWN MOTION.

RAILROADS: <i>As to Rates</i> —	1914	1915
Formal .....		
Informal .....	2	7
<i>As to Service</i> —		
Formal .....		
Informal .....	1	5
<i>As to Facilities</i> —		
Formal ..		
Informal .....	2	5
<i>As to Alleged Violations of Law or Commission's Orders</i> —		
Formal .....		
Informal .....	1	3

## AS TO RATES.

During the past two or three years the boll weevil has been moving eastward and has seriously affected the cotton-growing interests of Florida. For instance: The normal cotton crop of Jackson County is 24,000 bales. The boll weevil has been in that county for two years, and this season's crop is estimated at 3,000 bales. This condition has made it imperative that the farmers of the agricultural sections of the State turn their attention to the growing of other staple crops. The crop that offered the quickest relief was corn. The local rates of this Commission were found to be too high to allow the movement of corn to the ports of this State in competition with corn reaching those ports based on water competition. The Commissioners took the matter up informally with the three trunk lines of the State (viz., the Atlantic Coast Line, the Seaboard Air Line and the Louisville and Nash-

ville Railroad). In a short while an agreement was reached whereby the first two named roads voluntarily put into effect a scale of rates from all stations on their lines to the ports to meet the situation. The L. and N. Railroad, while being the most vitally affected, declined to voluntarily join the A. C. L. and S. A. L. in this movement. Thereupon the Commissioners made the matter formal with that road and, after hearing, ordered the rates into effect.

This situation was handled more promptly and satisfactorily to all concerned than would have been possible had the control been vested in a Federal board. In matters of this kind, to secure prompt handling, it is absolutely necessary that the parties thereto have a full knowledge of local conditions.

On April 27, 1914, E. P. Rose, of Walton County, complained that the Louisville and Nashville Railroad was operating rates on crossties, C.L., to points on its line that were in excess of the current rates on lumber, C.L. An informal handling with the L. and N. brought immediate relief and the crosstie rates were brought down to the lumber rates. This is but one of a number of similar instances.

On December 1, 1914, Mr. Joseph Messina made complaint that the A. C. L. was assessing switching charges of \$5.00 per car on empty barrels from the Insane Asylum at River Junction when the barrels were destined to pay a line haul over a connecting carrier. The matter was handled with the A. C. L. and the proper charge of \$2.00 per car applied.

The above is typical of numerous instances that are arising from time to time. These matters are straightened out with little friction and in a short time. If a central or Federal body were charged with handling local matters of this nature the very volume of it would make adjustment slow and unsatisfactory.

In 1915 the Commissioners undertook to secure rates

on heavy commodities, such as grain, meats, sugar, rice, starch, canned goods, in carload lots, from Western points to points in the State of Florida. This matter was handled informally with the traffic representatives of the Atlantic Coast Line and Seaboard Air Line, and with very little delay a satisfactory adjustment was brought about. (See Florida Commodity Tariff, Washburn's I. C. C. No. 190.)

In April, 1914, it came to the attention of the Commissioners that the Atlantic Coast Line was operating a special rate on logs from stations on the Newberry district to Milldale, Fla. This rate was more than 50 per cent lower than the maximum log rates of the Commission. As there was only one mill at Milldale, and as the owners of that mill were large holders of timber rights on the Newberry district of the A. C. L., it was apparent that this rate could only be of benefit to one concern. The Commissioners advised the Atlantic Coast Line that the rate would have to be withdrawn or be made an open rate, applicable between all stations on its lines. The carrier elected to make the rate an open one, applicable between all stations.

In the opinion of the Commissioners, this is a notable instance of the removal of a discrimination and the reduction of a rate in much quicker time than could have been done by a regulating body not in close touch with local conditions.

In April, 1915, J. W. Hyde Company, of Jacksonville, complained that the Atlantic Coast Line was insisting upon the application of a higher rate on logs than the regular log rate on the ground that the logs were to be used as piling. This matter was settled at once by the Commission advising the Atlantic Coast Line that if the shipment consisted of logs the log rate would have to be applied, regardless of the use to which they were put.

Complaints arose in 1914 against the Seaboard Air Line and Louisville and Nashville Railroads that they

had advanced their rates on empty soda water carriers, returned. This matter was immediately taken up by the Commissioners, the proper rates restored and refund made on all excess collections.

The foregoing are by no means isolated cases, but are simply referred to as typical of hundreds of matters of this kind that are continually being investigated and adjusted by the Commissioners. Under this head also come complaints with reference to the matter of furnishing drinking cups on trains, heating of coaches during cold weather, and the condition of passenger equipment; also the condition of depots and toilets, the receipt and delivery of freight, and numerous other matters that are not handled by the Federal body.

#### AS TO SERVICE AND FACILITIES.

In the latter part of 1914 the effects of the European war began to be seriously felt in Florida. The phosphate mines were all shut down, the saw mills were running on half time, and the naval stores industry was at a standstill. In order to assist the carriers in meeting these conditions, the Commissioners allowed them to curtail expenses by taking off numerous passenger trains. This policy has been adhered to, and no passenger trains are being run in this State that are not an absolute necessity.

In addition to this, the Commissioners publicly announced that it would be their policy as long as the depression caused by the war existed in an acute form they would not consider applications for the building of new depots, platforms, side tracks or other improvements unless it could be shown that there was an imperative necessity therefor.

## TELEPHONE COMPANIES (1915-16).

During the years 1915 and 1916 the Commission made the following number of investigations on its own motion:

<i>As to Rates—</i>	1915	1916
Formal .....		1
Informal .....	6	10
	—	—
Total .....	6	11
<i>As to Service—</i>		
Formal .....		
Informal .....	11	3
	—	—
Total .....	11	3
<i>As to Facilities—</i>		
Formal .....	0	1
Informal .....	1	1
	—	—
Total .....	1	2
<i>As to Valuations—</i>		
Formal .....	5	3
Informal .....		
	—	—
Total .....	5	3
<i>As to Alleged Violations of Law or Commission Orders—</i>		
Formal .....	3	5
Informal .....	1	2
	—	—
Total .....	4	7
<i>Inspections of Plants, and Tests of Service</i>	32	32



*Total Investigations—*

Formal .....	8	10
Informal .....	51	48
	—	—
Grand Total .....	59	58

In order that the scope of these investigations may be better understood, the following explanations are given:

## RATES.

The Commission investigated the rates filed by the Home Telephone Company of Jacksonville for exchange service in that city, finding that the telephone company was allowing certain classes of subscribers a lower rate for service than it charged other subscribers for the same service. Notable among those found were: (1) Subscribers having more than three telephones in the same building on direct lines received service thereover for a lower rate than was charged the user of one or two telephones. A scale was employed where the subscriber with 35 or more telephones received service at one-fourth the rate per telephone paid by the user of one or two telephones. This matter is still pending before the Commission. (2) Societies and other organizations received service at a reduced rate, etc.

Upon investigation, it was found that the exchange radius of the city of Pensacola did not extend in all directions to the city limits or that there were persons inside the corporate limits of Pensacola who paid a higher rate for service than other subscribers by reason of the fact that they were not within the exchange limits. Under similar conditions in Jacksonville, and other cities in Florida, all subscribers within the corporate limits of the city pay the same rate for the same class of service. This matter is still pending before the Commission and is set for a formal hearing in January at Pensacola.

The Umatilla Telephone Company, at Umatilla, Fla., was found to be collecting deposits from some of its subscribers and not from others, as a condition precedent to the establishing of the service. Upon investigation, the Commissioners required the telephone company to cease collecting all deposits from its subscribers.

Upon investigation, certain discriminations were found in the rates charged by the DeLand Telephone Company. These were corrected informally by the Commission.

Upon investigation, it was found that the East Florida Telephone Company of Gainesville had no system on which their toll rates were based. A system was suggested by the Commission and adopted by the company in an informal manner.

The Commission is now investigating the joint rates over the toll lines of all telephone companies in the State leading to a uniform manner of their development and publishing. This is a very extensive undertaking, involving over one thousand connections between telephone companies' lines, and will undoubtedly take some time for completion.

Upon investigation, it was found that the Starke Telephone Company had changed its rates for exchange service without the approval of the Commissioners. For good reasons shown in the informal investigation the changed (lowered) rates were allowed to stand.

#### SERVICE.

The Commissioners on their own motion investigated the toll service between Bunnell and Daytona, finding that it was not commercial. This matter was taken up with the Southern Bell Telephone and Telegraph Company and a different routing of such messages obtained, resulting in good service between those points.

The Commissioners on their own motion investigated the practice of the Southern Telephone and Construction

Company, of Tallahassee, in requiring subscribers to get other subscribers in their neighborhood, within the city or exchange limits, to go on the same line with them before the telephone company would furnish party-line service in accordance with their published tariff. This matter was handled in an informal manner, and the telephone company now assumes the burden of securing such business.

Upon investigation, it was found that the Highland Telephone Company, of Haines City and other points, was not rendering continuous service to the public, but was closing its offices or exchanges on Sundays. This matter was handled informally, and that company in its four exchanges now renders continuous service.

#### FACILITIES.

Upon investigation, it was found that the facilities for the operators in the exchange building at Lake Butler were so poor that they materially interfered with the service to the public. This matter was taken up with the telephone company, resulting in the exchange being moved to a more suitable building, with adequate facilities for the operators and public.

Upon investigation, it was found that the facilities for rendering service to the public at Daytona were inadequate. This matter was taken up with the East Florida Telephone Company, of Daytona, in an informal manner, suggesting that the telephone company move its exchange to a more suitable location, it then being in the attic of an old wooden frame building partly over the Halifax River; that the telephone company render direct-line service to all persons applying therefor; that in order to render such direct-line service it would be necessary to install additional central office equipment, due to the magneto switchboard then in service being crowded; that good service could not well be given over the magneto switchboard if any more additional sections were added;

that the present sections of switchboard were in severe need of repair and, therefore, that the telephone company should install common battery equipment in Daytona in order to render efficient service to the public. The East Florida Telephone Company, of Daytona, advised the Commission that it was negotiating for the sale of the property of the Southern Bell Telephone and Telegraph Company, and the two companies advised the Commission that as soon as the transfer was complete the changes suggested would be carried out. This matter is still pending before the Commission, and it is hoped that it will be complete in the very near future.

#### VALUATION.

Upon their own motion the Commissioners made a thorough inventory, appraisal and valuation of the complete telephone properties of the Orlando Telephone Company at Orlando, Fla., the Gulf Telephone Company at Greenville, Perry and Mayo, Fla., the Little River Telephone Company at Wellborn, Fla., and other minor properties, for the purposes of rate making, said companies having petitioned the Commission for an increase in their exchange rates. The books of these companies were gone into and statements made therefrom in connection with the Commission's investigation of rates. This involved an enormous amount of work because of the detail with which the same had to be handled.

Upon their own motion the Commissioners have recently inventoried the telephone property of the West Palm Beach Telephone Company, in West Palm Beach and Palm Beach, Fla., and investigated the books in like manner to the above, for the purpose of determining reasonable rates for the West Palm Beach exchange. The appraisal and valuation is now being worked on and when complete will be considered in connection with the statements from the books taken by the Commission and reasonable rates determined for that exchange.



ALLEGED VIOLATIONS OF LAW OR COMMISSION'S ORDERS.

The Florida Telephone Company, at Mayo, Fla., raised its local or exchange rates without the authority of the Commission, which, upon investigation, found that they should not be raised. An order was issued prescribing rates for this exchange, which the telephone company refused to obey. The matter is now in the Circuit Court.

The Dutton Phosphate Company, of Newberry,, Fla., was charged a double rate by the East Florida Telephone Company, of Gainesville. This matter was handled formally and the telephone company refused to obey the orders of the Commission. Said company was then fined \$50.00, which was paid.

The Commissioners found upon its own motion that there were a number of telephone companies which were giving free service to municipalities. This matter was thoroughly investigated by the Commissioners and all the telephone companies ordered to discontinue such practice. This has been complied with, so far as the Commission is advised, by all telephone companies except the Peninsular Telephone Company, of Tampa, which refused to comply. Their case has been taken to the Circuit Court by the Commissioners and is now pending before that court.

The Lake Region Telephone Company, of Winter Haven, and the Hastings Telephone Company, of Hastings, Fla., refused or failed to file the reports required of them by the Commission in accordance with the law. These matters were handled formally and the companies complied with the requests of the Commission.

The Home Telephone Company, of Jacksonville, gave free and reduced service to certain of its subscribers, while charging others for service. This matter was thoroughly investigated by the Commissioners and, after a hearing, at which the company admitted the charges, an order was



issued fining the said company \$1,000.00 for violating the law and orders of the Commission.

The Ruskin Telephone Company was giving free service to a society, which was investigated by the Commissioners, and in an informal manner the company agreed to discontinue such practice.

The Marianna Telephone Company discontinued a toll connection with the Barfield Telephone Company without the authority of the Commission. This matter was handled formally and the Marianna Telephone Company, failing to appear at the hearing, was fined \$100.00. This fine not being paid, the Commissioners have taken the matter of collection to the Circuit Court, where it is now pending.

The Brevard County Telephone Company discontinued service to Micco, Fla. Upon investigation the Commissioners found that said service should be continued and the company required to maintain its lines in such shape that it could be maintained. A formal hearing was had in the matter and the company ordered to re-establish service to Micco, Fla., upon the rates prescribed by the Commissioners.

#### INSPECTIONS OF PLANT AND TEST OF SERVICE.

The Commission, by its Telephone Engineer, inspected the telephone plants and equipments of thirty-two exchanges in 1915 and thirty-two telephone exchanges in 1916. Records were made of the equipment and plant installed and the conditions thereof. These records are general in their scope and will be of great value to the Commission in its future work.

Tests of the service were made by calling from various subscribers' stations and with a stop-watch timing the operator as to how long it took her to answer the calls and to complete the connection, the transmission qualities of the service, courtesy, wrong-numbers, etc., in each of the sixty-four exchanges referred to above. A very large

number of these calls have been made, making the distinction between the "calls" and the "recalls," and show in conclusive form the service that is being rendered the public over the State. Where such service has not come up to what might reasonably be expected from any particular exchange, the matter has been taken up informally with the telephone company by the Commissioners and an effort made by the companies to improve the same. In like manner, where the condition of the equipment, plant or facilities has been found to be in need of change or repair, the same has been handled informally with the companies, and the desired corrections or changes made.

### III. MANNER IN WHICH THE COMMISSION'S JURISDICTION IS EXERCISED.

(c) With respect to railroads, give a list as full as possible showing the various kinds of matters which have been taken up and adjusted formally or informally by the Commission.

Answer:

#### *Depot Facilities—Some Instances for Years 1914-15:*

Aucilla, Fla.: January, 1913, petition was received asking that better depot facilities be required. The matter was taken up informally with superintendent of Seaboard Air Line Railway, who answered about a week later that station would be put in proper condition to take care of the business. A month subsequent to petition the railway company began work repairing depot. Petitioners objected to a "repaired" depot and asked for a new one. On further handling the Railroad agreed to build a new depot. The new depot was satisfactory to petitioners, except the failure of the railroad to cover platforms in connection with it. Informal request by Commission was made on railroad to cover the platform. The railroad

failed to cover the platform and the matter was set down for a formal hearing. After hearing, Commission entered an order in February, 1914, directing the railroad to cover the platform, which order was obeyed.

Umatilla, Fla.: December 22, 1913, communication was received from Umatilla Board of Trade, saying they had been handling with railroad matter of better depot facilities, but the railroad had refused to do anything, and asked the Commission to take action in their behalf. In answer to informal request from Commission, railroad said it did not think additional facilities at Umatilla necessary. The Commission then set the matter down for formal hearing at Umatilla, February 27, 1914, after which order was entered, May 1, 1914, directing the construction of a new and better depot at Umatilla. Order was complied with.

Betts, Fla.—Petition received from citizens, October 30, 1913, asking that railroad be required to build depot and install agency. As usual, the matter was handled first informally with railroad and statement of revenue for station for a year asked for, which showed to be \$7,138.85. Commission considered this showing sufficient to make it reasonable to request that depot be built and an agency installed, which was done informally, and railroad answered, January 20, 1914, that this would be done. The Commission waited on railroad till March 12, 1914, to carry out this promise and, it not having been done, the matter was made formal, and formal order was entered directing the railroad to build depot and install an agency, which was complied with.

Blanton, Fla.—Petition received for better depot. Matter handled informally with railroad, who built a new standard station building.

#### *Agencies—A Few Illustrations:*

Jasper, Fla.: Four passenger trains per day serve this station. Only one agent is employed, and he can not

meet all trains for convenience of public to sell tickets and check baggage without violating hours of service law. Request is made by citizens that agent be supplied to meet all trains. This can not be done without the expense of additional man. Commission thinks business of town of enough importance to warrant this, and informal request is so made.

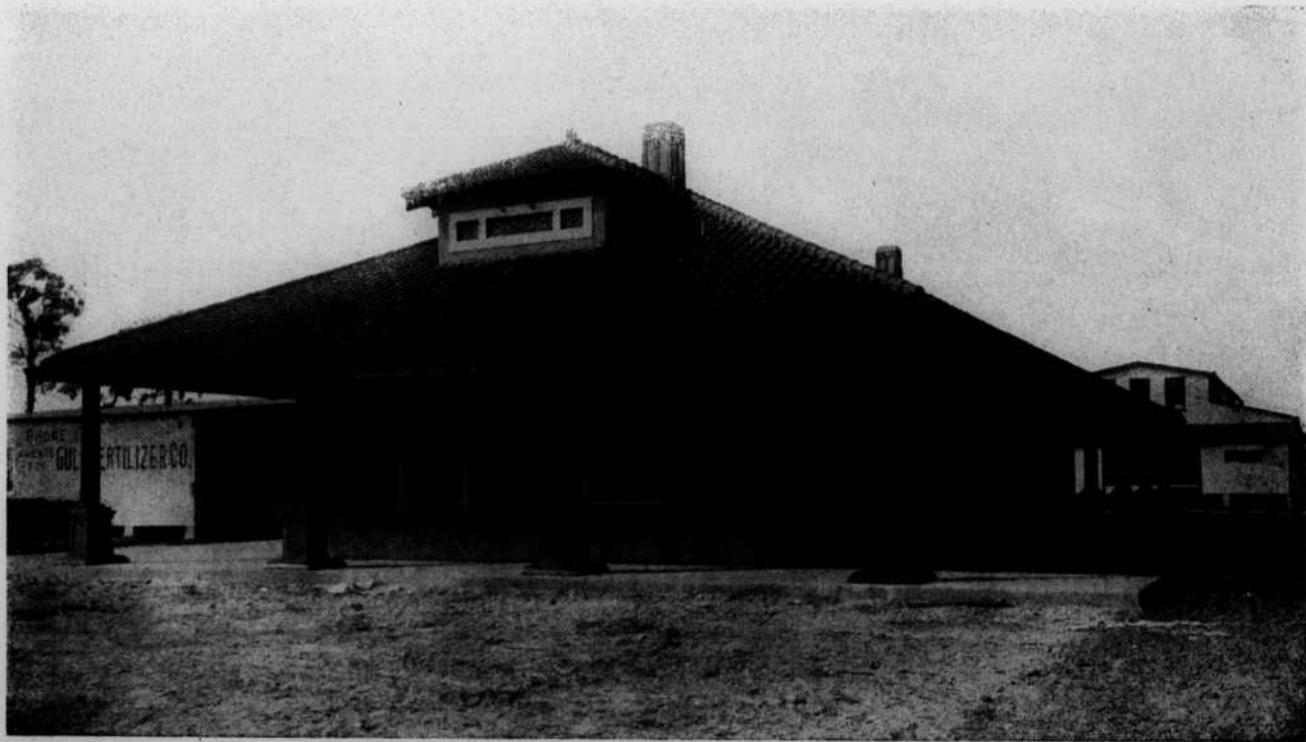
Venice, Fla.: Petition is received for establishment of agency. Investigation by Commission shows revenue for a year for the station of nearly \$10,000, which is considered sufficient to make it reasonable to request installation of agency. Informal request is so made, and it is complied with.

Dundee, Fla.: Petition for establishment of an agency. Investigation discloses revenue for a year for station of \$5,493.44, which Commission does not consider large enough to make request on railroad for maintenance of agency and so advises petitioners and closes their file without taking further action.

Goulds, Fla.: Petition was received for a permanent agency. The railroad failed to comply with informal request to install agency and matter was set down for hearing by formal notice, when the railroad advised that it would install permanent agency at Goulds, which, when done, matter was dismissed.

*The Commission Is Called Upon to Establish and Locate Stations*—For Example: Edgewood, or Ridgewood Park, is a small settlement near Fort Myers. The Commissioners were asked to require the railroad to establish a regular station there for the receipt and delivery of freight and passenger traffic. However, the request was denied, as it was not considered reasonable.

The people at interest were divided as to location of station at Pine Level. There were two locations for the depot in controversy, being some few hundred yards apart. Each side was urging the Commission to designate its



SEABOARD AIR LINE RAILWAY—NEW PASSENGER STATION AT BRADENTOWN



particular location. The Commissioners visited Pine Level and, after viewing the situation, named the one of the two locations that seemed to them, after investigation, was to the best interest of the larger number of the patrons to be served at this station.

#### *Service—*

**Agency**—Complaint is made that an agent at a certain station on the F. E. C. Railway was away from the depot a large part of the day attending to his personal business and patrons of the station were not receiving the proper service. Complaint sent to railway company, and complaint withdrawn.

**Train Service**—Schedules of A. C. L. Railroad and S. A. L. Railway were such as to make their passenger trains arrive at Live Oak twenty minutes apart. Handled and change made so that passengers could make connection without delay.

Petitions were received from citizens of Alachua, Marion and Putnam Counties asking for change of schedule of A. C. L. Railroad so that citizens of these counties could visit their county seats and return the same day with greater convenience. Formal hearing and investigation were had and Commissioners ordered the inauguration of an additional train and change in schedule of others so as better to suit the convenience of the public.

S. A. L. Railway operated one exclusive passenger train and one mixed train between Jacksonville and Tallahassee, hauling only solid carload freight in mixed train. Commission considered travel sufficient to justify two exclusive passenger trains and ordered S. A. L. Railway to discontinue hauling freight in mixed train and named a schedule for arrival at certain stations. Order was resisted in the court, with result that court sustained Commission as to exclusive passenger train, but overruled part of order fixing schedule.

Complaints as to failure to properly heat passenger

coaches; failure to provide drinking water and individual, or sanitary, drinking cups on coaches; discourteous treatment of train employes; dirty coaches; insufficient seating capacity; delayed trains, and other similar matters, have been handled on innumerable occasions with general satisfaction.

#### *Rates—*

Numerous complaints, formal and informal, both in the reasonableness of rates and the application of rates, have been dealt with and usually adjusted satisfactorily, some illustrations of which are given elsewhere in this report under the head "As to Rates."

#### *Physical Condition of Tracks and Equipment as to Safety*

The Commissioners employ an Inspecting Engineer, who is a civil engineer of wide experience, whose duty it is to make frequent trips of inspection over all lines of road and to report as to their physical condition. Wherever a track or bridge is not in safe condition the railroad is required to make it safe. This has resulted in a wonderful improvement of tracks, with the result that a complaint is very seldom received now on unsafe track or bridge.

Additional side tracks and improvements to side tracks have been put in in various cases where they were necessary to accommodate shippers.

Frequent inquiries are received for quick quotations of rates, both State and interstate. The Commission keeps a very complete file of tariffs and answers these inquiries with promptness and without charge.

The Commission collects all overcharge claims on State shipments, when request is made upon them to do so. A large number of such claims are collected, for which no charge is made.

(d) Give a number of instances (six to a dozen) in

which prompt and efficient relief has been afforded by the State Commission in matters affecting railroads, which would necessarily have been handled less promptly or efficiently had the regulatory control been in the Federal Government rather than in the State.

Answer:

Complaint received from S. V. Coxetter, Lloyd, Fla., on October 29, 1916, to the effect that there was no live stock loading pen at Lolyd and he had about seven carloads of live stock to ship from that point. The Commissioners made request by wire on superintendent of the Seaboard Air Line Railway on October 30 to build stock pen, and work began on the pen the next day, October 31. Within two days after receipt of the complaint the facilities were provided.

Complaint from Valrico, Fla., on February 27, 1915, that agent at that point was needed. Investigation made and reply from superintendent of Seaboard Air Line Railway received dated March 25, 1915, that an agency would be established.

Complaint received January 9, 1915, account of the Atlantic Coast Line Railroad discontinuing agency at Pinemount. Request made for reopening of agency on January 26, and request complied with at once.

Complaints from various shippers at Jacksonville, Fla., dated November 14 to 18, 1916, that the Florida East Coast Railway was refusing to furnish cars to be placed for loading at industries located on the tracks of other lines in Jacksonville, when such shipments were for movement to points on the F. E. C. Railway. Officials of all the lines at interest in Jacksonville were wired to come to Tallahassee on November 22. The meeting was held with shippers and railroad officials, as called, and at that time the officials announced that their differences had been settled and there would be no more trouble, and

cars have since been furnished shippers without further complaint.

Wire received from P. H. Varn, Brandon, Fla., morning of October 31, 1913, that he had been unable to get cars for orange shipments, that fruit would soon begin to decay if cars were not furnished. Commissioners wired superintendent of Seaboard, and cars were furnished that day.

There are hundreds and hundreds of cases just like the above, where quick and immediate relief was secured.

(f) Trace the history of each case involving an order of the Commission on a State rate law, taken into the courts by the carriers, showing the ultimate disposition, and as to whether the law or order was sustained, modified or set aside; and if set aside, then upon what ground.

Answer: The cases following have been disposed of during the past two years:

1. Case of Railroad Commissioners vs. Florida East Coast Railway Company, known as three-cent or bridge arbitraries case. Florida Commission had prescribed a passenger rates not to exceed three cents per mile. Railroad company imposed an additional charge above the three cents per mile on account of bridges crossed at Palatka and Jacksonville. Supreme Court of Florida sustained contention of Commissioners and forced railroad to abandon charge above three cents per mile flat.

2. Case of Railroad Commissioners vs. Florida East Coast Railway Company, known as Rule 19 case. Commissioners had adopted Rule 19 prescribing a reduction below distance rates of 10 per cent on two-line haul and 20 per cent on three-line haul. Railroad company refused to observe it. Supreme Court of Florida sustained contention that reductions should be made.

3. Case of Railroad Commissioners vs. Florida East Coast Railway Company, known as Rule 15 case. Commissioners had adopted Rule 15 prohibiting a switch



charge by carrier having line haul for switching service to warehouse, side track or other point within switching limits of place. Supreme Court of Florida sustained contention of railroad company that rule did not prohibit charge for switching over industry track constituting plant facility, and not a part of carrier's terminals.

4. Case of Railroad Commissioners vs. Florida East Coast Railway Company, known as Class P case. Commissioners had prescribed scale of rates on Class P commodities. Railroad refused to obey order on ground that rates were confiscatory. Supreme Court of Florida sustained order prescribing rates.

5. Case of Railroad Commissioners vs. Florida East Coast Railway Company, known as Mims case. Order directed to railroad to establish agency station at Mims. Order complied with pending suit, and same dismissed by Supreme Court of Florida on request of Commissioners.

6. Case of Railroad Commissioners vs. Florida East Coast Railway Company, known as Larkins case. Order directed to railroad to establish agency station at Larkins. Order complied with pending suit, and same dismissed by Supreme Court of Florida on request of Commissioners.

7. Case of Railroad Commissioners vs. Florida East Coast Railway Company, known as Ojus case. Order directed to railroad to establish agency station at Ojus and make repairs in station. Order partially complied with pending suit, and same dismissed by Supreme Court of Florida on request of Commissioners.

8. Case of Railroad Commissioners vs. Florida East Coast Railway Company, known as East Palatka discrimination. Order directed to railroad to remove discrimination between East Palatka and San Mateo. Order partially complied with. Suit dismissed by Supreme Court of Florida on request of Commissioners.

9. Case of Railroad Commissioners vs. Atlantic Coast Line Railroad Company, known as St. Cloud depot case.



Order directing construction of depot at St. Cloud. Order not enforced because town ordinance included depot site within fire limits and it was not apparent that Commissioners had considered this. Suit dismissed.

10. Case of Railroad Commissioners vs. Jacksonville Terminal Company et al. Order directed to Terminal Company and railroads to build union depot at Jacksonville. Supreme Court held no power in Commissioners to join Terminal Company in order to build. Therefore, order held void.

11. Case of Railroad Commissioners vs. Seaboard Air Line Railway Company et al., known as Tampa union depot suit. Suit for penalty of \$3,000.00 for not building union depot at Tampa within time prescribed in order. Circuit Court sustained order imposing penalty and directed recovery of penalty. Railroad appealed to Supreme Court, where case is now pending.

*Citations of Cases as Above—*

1. 68 So. Rep., 727.
2. 68 So. Rep., 729.
3. 68 So. Rep., 761.
4. Not yet reported.
5. 67 So. Rep., 906.
9. 70 So. Rep., 941.
10. 71 So. Rep., 474.

12. Case of Railroad Commissioners vs. Louisville and Nashville Railroad Company. This was a case brought to compel the Louisville and Nashville to open its terminals at Pensacola to traffic of which a competing road, the Gulf, Florida and Alabama, had the line haul. Suit dismissed. (70 So. Rep., 875.)

13. Case of State vs. Live Oak, Perry and Gulf Railroad Company. Suit by Railroad Commissioners in the name of the State to recover a penalty for violation of a rule of Commissioners. Decision of lower court adverse

to Commissioners. On writ of certiorari judgment of lower court quashed and case remanded for proper judgment. (70 So. Rep., 550.)

(g) What proportion of orders against the carriers have been taken into court?

Answer: For the years 1914 and 1915 orders in forty separate matters were entered. Seven of these were taken into court.

(h) Does the Commission require reports along the following lines:

Annual: Of operations, revenue and expenses; forms obtained from the Interstate Commerce Commission.

Monthly: Of revenue and expenses, required only of railroads.

Wrecks and Accidents: Railroads only; immediate report by wire, followed by a more elaborate written report. No special form prescribed.

Passes, or Reduced Price Transportation, Reported monthly, Railroads and Pullman Company, only.

*Required Only of Telephone Companies—*

Annual financial report.

Semi-annual report of lines and stations in operation.

Report of central office equipment, to be made whenever changes in equipment are made.

(i) Estimate and state the total number of each class of reports required by the Commission from railroads during the last reporting year of the Commission:

Annual: One for every railroad.

Monthly: Of revenue and expenses, twelve for every railroad.

Wrecks and Accidents, for year ending February 29,  
1916:

- 50 by Atlantic Coast Line Railroad.
- 28 by Seaboard Air Line Railway.
- 20 by Florida East Coast Railway.
- 4 by Louisville and Nashville Railroad.
- 2 by Georgia Southern and Florida Ry.
- 1 by Charlotte Harbor and Northern Ry.

This leaves 26 lines operating in the State that made no reports at all under this class.

Pass Reports: One report a month by every railroad. The length of the report, and the work required to make it up, are in proportion to the number of free passes or reduced-price transportation issued by the reporting railroad for the month reported. Only free or reduced-price transportation for intrastate travel is required to be reported. To illustrate: Possibly the largest report by any one railroad for one month was that of the Florida East Coast Railway, which reported for January, 1916, 6,631 separate passes, which included annual passes. The smallest for same month was the Marianna and Blountstown Railroad, reporting 132 separate passes. Other months in the year these reports are considerably smaller.

#### IV. EFFECT OF REGULATION WITHIN STATE.

(a) Give table, if possible, showing the amount of revenue and expenses assignable to intrastate business.

Answer:

# OPERATING REVENUES AND EXPENSES OF RAILROADS—STATE OF FLORIDA.

	Revenues Earned Within the State.		
	Intrastate Traffic	Interstate Traffic	Total
For the year ending June 30, 1911.....	\$ 13,594,001.83	\$ 7,459,190.70	\$ 21,053,192.28
For the year ending June 30, 1912.....	14,304,694.83	8,306,296.65	22,610,991.48
For the year ending June 30, 1913.....	15,415,586.14	9,178,597.50	24,594,183.64
For the year ending June 30, 1914.....	15,525,165.08	9,635,679.79	25,160,844.87
For the year ending June 30, 1915.....	14,102,876.94	7,588,412.52	21,691,289.46
For the year ending June 30, 1916.....	16,128,568.10	8,619,057.96	24,747,626.06

Statement shows the total operating revenues earned within the State for each fiscal year. Revenues assigned to interstate traffic are given only for intrastate lines, except the Georgia Southern and Florida Railway. Revenues assigned to intrastate traffic includes all revenues earned within the State, except the assignment to interstate traffic as stated. State lines do not make in annual reports any assignment of revenue to interstate and intrastate traffic.

# OPERATING REVENUES AND EXPENSES OF RAILROADS—STATE OF FLORIDA.

	Operating Expenses Within the State.		
	Assigned to Intrastate Traffic	Assigned to Interstate Traffic	Total.
For the year ending June 30, 1911.....	\$ 9,343,642 .89	\$ 5,334,586 .56	\$ 14,678,229 .45
For the year ending June 30, 1912.....	10,617,329 .58	6,083,873 .99	16,701,203 .57
For the year ending June 30, 1913.....	11,616,497 .70	6,048,404 .89	17,664,902 .59
For the year ending June 30, 1914.....	12,161,517 .10	6,258,773 .93	18,420,291 .03
For the year ending June 30, 1915.....	10,933,384 .43	5,375,424 .86	16,308,809 .29
For the year ending June 30, 1916.....	11,150,119 .27	5,441,904 .00	16,592,023 .27 $\frac{1}{2}$

Statement shows the total operating expenses assigned to the State for each fiscal year. The assignment to interstate traffic is given approximately, only for the A. C. L., L. and N. and S. A. L. Expenses assigned to intrastate traffic includes all expenses within the State, except the assignment to interstate traffic, as stated. None of the lines operating within the State give any assignment of operating expenses to intrastate and interstate traffic. The assignments of operating expenses to interstate traffic is obtained only approximately by using a percentage taken from audits of these companies in previous years.



(b) Give statement showing mileage of road, etc.:

Answer:

*Miles of Railroad in Florida for the Year Ending June  
30, 1916:*

Miles of mainline .....	3,832.67
Miles of second track.....	40.22
Yard track and siding (miles) .....	980.10
Branches and spurs (miles) .....	1,114.19
Operated under lease (miles) .....	44.24
Operated under contract (miles) .....	4.03
Trackage rights (miles) .....	95.74

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Total mileage operated, all tracks..... 6,111.39

Miles of single track.....	5,040.08
All other tracks (miles) .....	1,020.32

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Total miles owned, all tracks..... 6,060.40  
No electric lines.

(c) Give general statement showing new lines constructed, etc.

Answer:

STATEMENT SHOWING MILES OF ALL TRACKS CONSTRUCTED AND INVESTMENT FOR  
ROAD BY FISCAL YEARS—STATE OF FLORIDA

	Miles of Track Constructed During Year			Investment in Road for Each Year		
	Single Track	All Other Tracks	Total	Investment in New Lines and Extensions During Year.	Investments in Additions and Betterments During Year	Total Investment During Year
Year ending June 30, 1911..	199.52	106.89	306.41	\$ 2,501,116.48	\$ 456,978.25	\$ 2,958,094.73
Year ending June 30, 1912..	254.47	49.26	303.73	6,264,196.58	2,768,023.70	9,032,220.28
Year ending June 30, 1913..	74.21	52.71	126.92	2,202,922.62	2,053,408.88	4,256,331.50
Year ending June 30, 1914..	162.32	61.85	224.17	3,704,626.79	397,705.16	4,102,331.95
Year ending June 30, 1915..	144.79	36.60	181.39	437,342.68	439,175.56	876,518.24
Year ending June 30, 1916..	115.96	47.44	163.40	114,284.73	1,100,642.78	1,214,927.51
Total .....	951.27	354.75	1,036.02	\$15,224,489.88	\$ 7,215,934.33	\$ 22,440,424.21

Interstate lines have not given in annual reports of investments in road for the State of Florida, except as stated below. Investment for road for the year 1911 is only for intrastate lines. Investment for road for years 1912-13 includes the Seaboard Air Line Railway. Investment for road for years 1914-15 is only for intrastate lines. Investment for road for year ending June 30, 1916, is for all lines.

(c) Give general statement showing new lines constructed, additional tracks added, lines rehabilitated, additions and betterments made, during the last five years (prior to June 30, 1916), and the actual or estimated cost of the whole or as much as can be stated.

Answer:

The railroad companies operating in the State of Florida began extensive improvements in the physical condition of their properties in the year 1907, and this improvement has continued during each year to date, with the exception of the year ending June 30, 1915. For this year the investments in additions and betterments were very much reduced.

Additions and betterments were made for road: By rail renewals with increased weight of rail; bridge replacements with steel bridges capable of sustaining increased loads; replacing combination wood and steel bridges of lighter construction; trestle renewals with all creosoted material, piles, caps and floor system; reducing grades and eliminating curves, and widening embankments and excavations; putting in concrete culverts and filling trestles; ballasting tracks with cinders, rock and some clayey gravel; tie renewals with creosoted ties and a more extended use of tie plates; improvements to station buildings, replacing old depot buildings with a very much better class of brick and wood structures; reconstruction of branch lines, rebuilding roadbed and relaying track with increased weight of rail, and in maintenance work, a very great improvement in the condition of surface and alignment of track.

Rail renewals were made with new 85-pound rails for 690 miles, releasing 58, 60 and 70-pound rails; renewals with 75 and 80-pound rails for 349 miles, releasing 58 and 60-pound worn rails; renewals with 70-pound rails

for 840 miles, releasing 50, 56 and 60-pound worn rails. Branch lines have been improved by rail renewals with rails released from main line tracks.

*New Lines Under Construction.*

The Florida East Coast Railway has completed, since June 30, 1916, line from Maytown to New Smyrna, a distance of 17.6 miles.

The Atlantic Coast Line Railroad has begun the construction of line south from Sebring; the objective points stated were some place on Lake Okeechobee and to Immokalee, an approximate distance of 100 miles, no objective point beyond Immokalee has been given.

The South Florida and Gulf Railroad is constructing a line from Kenansville to Fort Bassinger, approximate distance of 34 miles; they have completed 23 miles.

*Additions and Betterments Under Way Since June 30.*

The Atlantic Coast Line Railroad has very nearly completed, since June 30, 1916, rail renewals with new 85-pound rails; lines from Newberry to Jasper, and 85 miles between Sanford and Jacksonville, a total distance of 161 miles, releasing 70-pound rails. It is ballasting main line track from Sanford to Jacksonville with Montgomery clayey gravel, and has completed approximately 40 miles. On main line tracks between Lakeland and Sanford and north from Tarpon Springs they have begun ballasting track with Florida flint rock; very nearly all the tie renewals are being made with creosoted ties, using tie plates on these ties.

The Florida East Coast Railway has been ballasting main line tracks with rock of coral formation, obtained on the south end of line, for a good many years and is continuing this work each year. For the six years ending June 30, 1916, the Florida East Coast Railway has invested in new lines and extensions \$10,518,392.30, and in additions and betterments \$2,078,425.31.

The tabular statement attached shows the miles of track constructed each year for all lines. The investment for road is given only for State lines, except for the years 1912 and 1913. These years include additions and betterments for the Seaboard Air Line Railway and for the year 1916 that includes all lines.

Interstate lines have not given in annual reports to the Florida Commission this information for the other years.

#### HEARINGS AND INVESTIGATIONS.

In addition to hearings held at Tallahassee, the Commissioners have, during the year, held meetings and investigations at other places as shown below :::

Wellborn—Hearing on petition of the telephone company for advance and readjustment of its rates.

Dover—Investigation, pursuant to complaint, in matter of additional facilities for handling express shipments of strawberries.

River Junction—Hearing on petition of citizens for more adequate passenger depot facilities.

Atlanta, Ga.—Attended conference with Railroad Commissions and railroad officials in the matter of readjustment of freight rates in Southeastern territory.

Jacksonville—Conference with general freight agent of F. E. C. Railway relative to rates on fish.

Ocala—Conference with people relative to union passenger station.

Jacksonville—Hearing in the matter of alleged discrimination by Home Telephone Company in rates and service.

Crystal River—Hearing in matter of train service on Homosassa branch of A. C. L. Railroad.

Jacksonville—Hearings on petition of Seaboard Air Line Railway for removal of station at Panama Park; also petition of citizens for better depot facilities at Yulee.



Gainesville—Hearing on charges made against Seaboard Air Line Railway of violation of Passenger Rule 11, in that it failed to provide drinking water on one of its passenger trains.

Perry—Hearing on petition of citizens of Perry for better train service on South Georgia Railway.

Lake Hamilton—Conference and investigation in the matter of agency and depot facilities, made on complaint of citizens.

Marianna—Hearing on petition of citizens of Jackson County for reduction of corn rates on L. and N. Railroad.

Eau Gallie—Investigation and conference on petition of F. E. C. Railway for permission to remove a spur track at that place.

Wabasso—Investigation and conference in matter of better depot facilities and conveniences, made on complaint of citizens and patrons.

Perry—Hearing on petition of citizens for union passenger station.

Gainesville—Hearing on petition of citizens for union passenger station.

Milton—Investigation and conference in the matter of better passenger depot facilities and conveniences, made on petition and complaint of citizens.

Tampa—Hearing on petition of St. Petersburg Transportation Company for advance and readjustment of its freight rates. Also attended the hearing before Examiner of the Interstate Commerce Commission to consider the matter of rates on citrus fruit and vegetables to South-eastern territory.

Pensacola—Hearing on complaint of citizens in matter of telephone rates.

Milton—Hearing on petition and complaint of citizens for better passenger depot facilities and conveniences.

DeLand Junction—Investigation and conference in matter of better passenger depot facilities and conveniences, made on complaint of citizens of DeLand.



SEABOARD AIR LINE RAILWAY—NEW PASSENGER STATION AT BALDWIN



Astor—Hearing on petition of citizens and patrons for depot facilities and physical connection between Atlantic Coast Line Railroad and Clyde Steamship Company.

Arcadia—Hearing on petition of Chamber of Commerce for union passenger station. Also hearing on complaint of citizens of Nocatee on account of discontinuance of telegraph office at that place.

#### FREIGHT RULE 15—SWITCHING CHARGES ON F. E. C. RAILWAY.

Contrary to practice of other railroads in the State, the Florida East Coast Railway makes a switching charge of \$2.00 on carload shipments on which it receives a line haul. This is in violation of the Commissioners' Freight Rule 15. The Commissioners brought suit in the State Supreme Court to enforce said rule on State shipments, but the court decided against the Commissioners in this case. Then they brought a case before the Interstate Commerce Commission in an attempt to require the F. E. C. Railway to eliminate this switching charge on interstate shipments. In January the Interstate Commerce Commission decided this case in favor of the railway company, and we have petitioned the Interstate Commerce Commission for a rehearing, which petition for rehearing is pending at this time.

We consider that the opinion of the Interstate Commerce Commission in this case is very far-reaching, to the extent that it becomes more than a local matter, and we have written about twenty of the other Commissions of the country asking them to intervene in our petition. Some of the Commissions have already been heard from, with favorable replies.

#### LOSS AND DAMAGE CLAIMS.

The Commissioners receive a large number of inquiries every year from shippers about loss and damage claims

they have against carriers and asking us to assist them in their collection. The Commissioners have no authority under the law to enforce the payment of claims of this character. The only claims they can collect are for overcharge on State shipments that are not more than two years old. The shipper's final recourse in a loss and damage claim is a suit under Chapter 5894, Laws of Florida, provided the claim is on a State shipment. Section 1 of this Act carries the following language:

"That it shall be the duty of all common carriers operating within this State, and they are hereby required, when any person presents to them his claim for any freight, baggage or express lost or damaged by said common carrier, or for any overcharge, or for any reciprocal demurrage, to pay the said claim within sixty days from its filing with said common carrier or agent of said common carrier."

The Act further provides that should the carrier fail to pay the claim within sixty days it shall be liable to the claimant for the amount of the claim and 50 per cent interest, attorney's fees and cost of collection to be assessed against the carrier when suit is brought and the amount of original claim proven.

A claim on an interstate shipment, of course, is not subject to Chapter 5894, but is governed by the Act of Congress to Regulate Commerce.

#### FINES IMPOSED.

Fines were imposed during the year as follows

B .L. Brown, doing business as the Hastings Telephone Company; for failure to file rate schedules, contracts, etc. ....	\$ 101.00
Marianna Telephone Company; for discontinuing service by breaking connection with Barfield telephone line .....	101.00



F. E. C. Railway; violation of Freight Rule 19, imposed by Order No. 525 .....	1,000.00
S. A. L. Railway; violation of Freight Rule 15, imposed by Order No. 526 .....	501.00
Home Telephone Company; discrimination in rates and service, imposed by Order No. 528	1,000.00
East and West Coast Railway; violation of Or- der No. 523, in matter of construction of a depot at St. Claire .....	100.00
East and West Coast Railway; violation of Order No. 522, in matter of construction of a depot at Pine Level .....	100.00
Tampa and Gulf Coast Railway;; violation of General Rule 8, imposed by Order No. 547. .	300.00
Total .....	\$ 3,203.00

## FINES IMPOSED AND UNPAID.

L. O. P. and G. Railroad; Issuance of free pass to E. A. Hodge (judgment secured and ap- pealed by railroad) .....	\$ 50.00
F. E. C. Railway; violation of Rule 19, im- posed by Order No. 490 .....	3,000.00
F. E. C. Railway; violation of General Rule 7, imposed by Order No. 491 .....	2,500.00
F. E. C. Railway; violation of General Rule 7, imposed by Order No. 492.....	2,500.00
F. E. C. Railway; violation of General Rule 7, in that it advanced rates to East Palatka without the approval of the Commissioners, imposed by Order No. 495 (suit on this fine dismissed on our motion) .....	2,500.00
A. C. L. Railroad; violation of Order No. 481,, in matter of construction of depot at St. Cloud, imposed by Order No. 503 (suit dis- missed and fine fell with it) .....	500.00

## FINES PAID.

None of the fines imposed during the year, or recorded as above, have been paid during the year.

## Telephone Department

The following pertains to telephone matters for the year ending February 28, 1917:

### TESTS AND INSPECTIONS.

The telephone service was tested and the telephone plants inspected in the following cities by our Telephone Engineer, Mr. George B. Ames:

Apopka.....	Apopka Telephone Co.
Auburndale.....	Lake Region Telephone Co.
Bradentown.....	Peninsular Telephone Co.
Bunnell.....	Bunnell Telephone Co.
Clearwater.....	Peninsular Telephone Co.
Cocoa.....	Brevard County Telephone Co.
Daytona.....	East Florida Telephone Co.
DeFuniak Springs ....	DeFuniak Springs Telephone Co.
Hastings .....	Hastings Telephone Co.
Largo .....	Peninsular Telephone Co.
Leesburg.....	Leesburg Telephone Co.
Melbourne.....	Brevard County Telephone Co.
Milton... .....	Gulf Tel. and Tel. Co.
Molino.....	Molino Telephone Co.
New Smyrna.....	Brevard County Telephone Co.
Palmetto.....	Peninsular Telephone Co.
Pensacola.....	Southern Bell Tel. and Tel. Co.
Plant City.....	Peninsular Telephone Co.
Ponce de Leon.....	Ponce de Leon Telephone Co.
St. Augustine.....	Southern Bell Tel. and Tel. Co.
Sarasota.....	Peninsular Telephone Co.
Tarpon Springs.....	Peninsular Telephone Co.

Tavares.....	Lake County Telephone Co.
Titusville .....	Brevard County Telephone Co.
West Palm Beach.....	West Palm Beach Telephone Co.
Westville.....	Westville Telephone Co.
Winter Haven.....	Lake Region Telephone Co.

The average of the service tests show an improvement over the average of the service tests of last year. This average is still not as good as can reasonably be expected. In several cases further investigations were made and the companies instructed to remove the cause of the poor service, with the result that a marked improvement was found in the service in those towns.

Reports from inspections of the above plants show that they are generally in good condition and that the telephone companies are showing a tendency to construct their plants in a better and more permanent manner. This is to be commended, for it is found to be a truth in the telephone business that the better the construction of the plant the better the service, the longer the plant will last and the less trouble and expense of maintenance. A number of telephone companies were found to be taking down small "bean" poles and installing in their place, and in new construction when extending their lines, good and substantial large poles or placing the equipment under ground. In several cases the construction and maintenance or the condition of the plants were found to be such that they warranted further investigation, after which the companies were instructed to either rebuild the particular line or plant or to put it in better condition. This has resulted in better service to the subscribers and the public.

## PETITIONS OF TELEPHONE COMPANIES.

The Commission was petitioned by the following telephone companies for changes in their rates in the following cities:

*Lake County Telephone Company—*

- (1) To increase exchange rates in Eustis, Fla.
- (2) To increase exchange rates in Groveland, Fla.
- (3) To increase exchange rates in Mount Dora, Fla.
- (4) To increase exchange rates in Tavares, Fla.

*Peninsular Telephone Company—*

- (5) To increase exchange rates in Lakeland, Fla.

*Ponce de Leon Telephone Company—*

- (6) To increase toll rates.

*Southern Bell Tel. and Tel. Company—*

- (7) To increase exchange rates in Green Cove Springs.
- (8) To increase exchange rates in Sanford, Fla.

*Southern Tel. and Cons. Company—*

- (9) To change rural and toll rates, Tallahassee, Fla.

*Umatilla Telephone Company—*

- (10) To increase exchange rates in Umatilla, Fla.

*West Palm Beach Telephone Company—*

- (11) To increase exchange rates in West Palm Beach.

*Winter Park Telephone Company—*

- (12) To increase exchange rates in Winter Park, Fla.

In handling each of the above petitions the Commissioners advised the petitioners that it would be necessary for them to furnish the following information for each exchange in which a change of exchange rates was desired before an investigation could be started by us:

All telephone companies applying for increases or changes in exchange rates shall furnish the Commissioners with the following information as a basis for such petition at the time of filing such petition:

(1) A complete appraisal of the entire property affected by the change in rates, such appraisal to show the original cost of the property, the reproduction cost new and the depreciated value. This information to be shown for each item of the inventory in detail which comprises the appraisal. The unit costs for each item to be shown, and how they are derived, or what goes to make them up. The average age for each item and the average condition per cent for each item of the inventory and appraisal. This should then be summarized to show the average age and average condition per cent of the entire property, the original cost of the entire property, and the reproduction cost new and the depreciated value of the entire plant. The toll plant should be separated from the exchange plant in the inventory. The overhead charges, if any are added, should be added to each division of the plant after they are summarized, and not in the unit costs. The fair present value on which to base a return should be found and so stated. The date of the appraisal should be stated and all calculations of revenue, expense, etc., based from that date.

(2) The total number of subscribers under each rate or classification should be shown for each month for the last two years at least, taken on the last day of the month prior to the date of the appraisal and the average for each year shown. If there is to be a different classification of subscribers, they should be shown for the last two years classified as is proposed to classify from the appraisal date on. An estimate should be made for the year succeeding the date of appraisal covering the number of subscribers for each class that it is expected to have.

The total gross operating revenues from each source: Rentals and miscellaneous, etc., omitting toll.



should be shown for each month for the twenty-four months, at least, prior to the date of the appraisal.

The expenses for each of the twenty-four months, at least, prior to the date of the appraisal, should be shown, month by month, on another statement. These should be separated, between, operating, taxes, etc., and should not include construction expenses or new work. These expenses shown should not include any expenses for toll operation, maintenance, etc. The scheme for determining the general expenses should be shown in detail.

From the above information another statement should be submitted, showing the net income by deducting the expenses from the revenues for each twelve months prior to the date of the appraisal. The amount and per cent of depreciation reserve set aside (actually) should be shown.

A statement should be made showing in like manner to the above for revenues, expenses and net income, and covering the year (estimate) succeeding the date of appraisal at the present rates and another estimate at the proposed rates for each of the two years prior to the date of appraisal and year succeeding that date.

A digest or summary of the entire petition should then be made up, taking the results from each part of the foregoing.

Any additional information or papers may also be filed. If it is desired to go into the above further or in greater detail as outlined above, it may be done.

In all the considerations the actual toll plant, toll revenues and expenses should be deducted or shown separately and should not be included in the consideration of the reasonableness of exchange rates.

It is our opinion that no rates for exchange or rural service should be increased without full appraisal and

investigation by the Commissioners. In order to facilitate this, the above information is required, which also forms the basis of the petitioner's request. After this information is received and from it we find that a company has, according to the petitioners figures, a reasonable basis for making the request, we then go into all the details necessary to a separate appraisal and investigation to determine our own figures. On account of the varying conditions in each community or exchange, the costs, depreciation, etc., of one case can not be used for another and it is, therefore, necessary to develop new figures for each case handled. This involves an enormous amount of detail work and takes a considerable amount of time for each case, which is further delayed by the many other details of the work in this department of the Commission's work.

In the case of the Little River Telephone Company, in its petition for an increase in exchange rates in Wellborn, Fla., investigated last year, after full appraisal and analysis was made, the Commission held a hearing in Wellborn on March 17, 1916. The Commission, as a result of the investigation, prescribed just and reasonable rates to be charged.

The Commission's Telephone Engineer made an inventory and appraisal of the plant of the West Palm Beach Telephone Company in West Palm Beach and Palm Beach, Fla., and an investigation of the books of said company, the latter part of this year. Work is going forward on the appraisal and analysis of this case at the present time, and it is expected that these will be complete and action taken in the matter within the next few months. The enormous amount of detail work incident to this appraisal and analysis in connection with the other office work handled and the limited force employed has delayed action.

The Southern Telephone and Construction Company, of Tallahassee, petitioned the Commission to add certain

rates to its schedule then in force. We investigated the matter, changing a number of the existing rates and practices of the company and adding certain other rates for service that the company had become prepared to render. Zone rates for service outside the exchange area (rural service) were established. On all new installations this company was allowed to collect three months in advance as a condition precedent to the establishment of the service, after which they were allowed to collect only one month in advance on or before the tenth day of the current month. The request of the company for permission to require a deposit of \$6.00 on all telephones as a condition precedent to the establishment of the service, was denied.

The Ponce de Leon Telephone Company, of Ponce de Leon, Fla., petitioned the Commission for permission to increase its toll rate over its line between Ponce de Leon and DeFuniak Springs, Fla., from 15c to 25c. After investigation, the petition was denied.

## REPORTS.

All telephone companies have been required to file with the Commission copies of all contracts, agreements and franchises affecting their operation, all rate schedules and tariffs, all directories as issued and a map showing their long country and toll lines, and all such companies are required to file all supplements, amendments and additions thereto as they occur. The Commission, therefore, has on file the above information for all telephone companies operating in the State, which information is continuously up to date.

The reports covering the number of lines and stations in service in each exchange operated in the State have been continued and were required filed as of June 30 and December 30, 1916. Information taken from them will be found elsewhere in this report.

All telephone companies were required to make a special report to the Commission showing the central office equipment in service in each exchange operated in this State on June 30, 1916, and are required to furnish additional information relative thereto whenever any change is made in the equipment already reported. We, therefore, have on file information showing the kind of equipment, its age, original cost, etc., in service at the present time in each telephone exchange central office in the State.

Financial report by exchanges were required of all telephone companies for the year ending December 31, 1916. In addition to these reports by exchanges, all Class A, B and C telephone companies are required to furnish an annual report of the entire operations of the company for the year ending December 31, 1916. These annual reports of Class A, B and C companies are copies of the reports used by the Interstate Commerce Commission for such companies.

During the first part of the year 1916 all telephone companies were required to furnish us copies of their annual reports to the Interstate Commerce Commission for the year ending December 31, 1915.

By reason of these financial and annual reports required the Commission has on file, or soon will have, complete information pertaining to the financial operations of all the telephone business in the State of Florida for the two years of 1915 and 1916. Data taken from the above reports will be found elsewhere in this report.

From the financial reports of all telephone companies in this State on file with the Commission it is found that there has been spent for new construction and extensions to lines and plant in the State of Florida during the year ending December 31, 1916, the sum of \$226,805.69 for exchange new construction and the sum of \$75,696.84 for toll new construction, making a total of \$306,502.53 spent by the telephone companies in this State for additions and betterments to their plants during 1916. In addi-



tion to this, the American Telegraph and Telephone Company has spent a considerable amount of money in the building of a toll line between Jacksonville and Key West, Fla., whereby the public along the east coast of the State can talk to any part of the United States.

### RULINGS.

The following rulings were made by the Commissioners for small telephone companies beginning and in operation in the State:

*Rates*—All telephone rates, both local and toll, must be approved by the Commissioners. No change shall be made in any rate without the approval of the Commissioners. All rates must be filed with the Commissioners.

*Collections*—Telephone companies may collect one month's rental in advance, and one month only, on or before the tenth day of the current month. If not paid by that time, service may be discontinued. In the case of initial installations, three months' rental in advance may be collected. No deposit shall be collected from subscribers to insure payment of bills.

*Service*—Telephone service must be rendered to all persons applying therefor when the station is to be located inside the exchange area or city limits, without additional charge to the subscriber other than the regular rental rate on file with the Commissioners.

Telephone service must be continuous in every particular implied by the word: all-night service and all-Sunday service.

*Contracts*—Prospective subscribers shall not be required to sign contracts for service for a longer period than twelve months.

*Books and Records*—All telephone companies shall keep a just and accurate record of all transactions of the company from the time of its inception.

All telephone companies shall keep a subscribers' ledger



showing the amount of money collected from each subscriber for each month, the name of the subscriber and the location of the station, i. e., whether inside or outside the exchange area or from tolls.

All telephone companies shall keep a cash book showing where all receipts of the company come from, subscribers' rental and toll, and where all disbursements are made and what for, during each and every month.

All telephone companies shall keep a record of the number of their subscribers' stations on the last day of each month, which record shall show the number of business and residence stations, etc., inside and outside the exchange area limits.

*Reports*—All telephone companies shall file with the Commissioners such reports as the Commissioners may from time to time require within the time limit stated in the request for reports.

All telephone companies shall file with the Commissioners one copy of all its contracts with other telephone companies and other persons affecting the operation of its plant and all franchises.

All telephone companies shall file with the Commissioners a map showing all of its toll and long country lines thereon and shall keep the same up to date, advising the Commissioners when any changes and what changes should be made in the same.

*Upkeep*—All telephone companies shall keep their lines and entire plant in good working condition at all times. No toll connection, toll line, toll station or local exchange shall be disconnected or discontinued without the consent of the Commissioners.

*Free Service*—No free or reduced rate service shall be given by any telephone company to any person, firm, corporation or municipality except such as are permitted by law. All persons, firms or corporations charged for service shall be charged for like service at the same rate. No discrimination shall be shown by any telephone com

pany between any two subscribers or prospective subscribers in the rates charged or in the enforcement of any of the rules and regulations or practices of said company.

*Desk Telephones* Desk telephone instruments shall be furnished by all telephone companies to all subscribers applying therefor, without discrimination. Telephone companies may charge a maximum rate of \$3.00 per year for desk telephones over the rate charged for a wall telephone in the same class of service.

#### COMPLAINTS AND MISCELLANEOUS MATTERS HANDLED FORMALLY.

The following complaints and miscellaneous matters were handled formally during the year:

Complaint was received from J. S. Warde, Micco, Fla., against the Brevard County Telephone Company "discontinuing service previously rendered." This matter was thoroughly investigated, a conference held at Micco and an inspection made of the line from Melbourne to Micco by our Telephone Engineer. It was found that the number of subscribers to the service in Micco had decreased until Mr. Warde was the only one left at the time the service was discontinued; that the telephone company had allowed its line from Grant to Micco to depreciate to such a degree, with practically no maintenance having been done on it, that five miles of it would have to be rebuilt in order to continue to render the service. The telephone company contended that to continue to render this service under those conditions would be confiscatory. The people of Micco were heard at the conference there, when it developed that there were a number who desired service if they could get it, the persons at the conference guaranteeing at least eight subscribers to the service if the company would rebuild the line at rates to be fixed by the Commission. The contention was made that if the company had continuously maintained its line in proper

condition to render suitable service to the subscribers it already had and to whom it was obligated to render good service, instead of allowing the line to go down through neglect, it would not at that time be required to entirely rebuild the line for the five miles. It was also contended that it was the duty of the telephone company to maintain its lines in good condition at all times and that, therefore, the proposition was not one of extension of lines for new business, but one of proper maintenance of the existing lines, or which had existed up to a short time before. The Commission found that the company could be reasonably expected to get enough business at Micco,, at fair rates, to render the operation of the line non-confiscatory. Fair rates were then suggested and the company asked if they would do the necessary work incident to the continuance of the service. This they refused to do under the conditions suggested by the Commission. Notice was then served on the company and a hearing held in Tallahassee. After the hearing an order was issued by the Commission requiring the company to make the necessary repairs of its plant to continue to render the service to all who desired to subscribe to it in Micco and prescribing rates to be charged for the service. This order will be found elsewhere in this report. The Commission has been advised by the company that the order will be obeyed and that work is going forward on the rebuilding of the line.

Complaints were received from the Calhoun County Officers and others in Blountstown, Scotts Ferry and other points on the lines of the Barfield Telephone Company against said company and the Marianna Telephone Exchange, "discontinuance of toll connection between the lines of the Barfield and Marianna companies at Alliance, Fla.," whereby the complainants were deprived of toll service previously rendered to and from Marianna, Fla. This matter was thoroughly investigated, disclosing the fact that the connection was severed by the Marianna

Telephone Exchange without the approval of the Commissioners. The Barfield Telephone Company was willing and anxious to continue to render the service. The companies were directed by the Commission to reconnect their lines at Alliance and continue to render service thereover, as was previously done. The Marianna Telephone Exchange failed to carry out the request of the Commission and refused to give the service. Notice was issued and hearing held in Tallahassee to fully consider the matter formally and to determine whether the Marianna Telephone Exchange had violated the telephone law by their discontinuance of toll service previously rendered and by failure and refusal to reconnect said lines and render that service upon request of the Commission. The hearing was held and the matter fully considered, resulting in the Commission issuing an order imposing a fine of \$101.00 on the Marianna Telephone Exchange for violation of the telephone act. The connection at Alliance has been restored, so we are advised.

Complaints were received from several telephone subscribers in Pensacola, Fla., against the Southern Bell Telephone and Telegraph Company. The nature of these complaints was that the telephone company was charging different rates to subscribers in some parts of the city than was charged other subscribers in other parts for the same service. A thorough investigation was made of this case. It was found that the exchange area of the Pensacola exchange was the area within a radius of one and one-quarter miles from the central office of the telephone company, which did not include all parts of the city, and that the rates charged outside this exchange area, but within the corporate limits of the city, were higher than those rates for the service within the exchange area. The above radius of one and one-quarter miles was for business telephones, while the radius for residence telephones was two miles, but this did not include all parts of the city area, and the same condition prevailed within and



SEABOARD AIR LINE RAILWAY—NEW PASSENGER STATION AT SARASOTA





without this two-mile radius. A notice was issued and a hearing held in Pensacola on January 18, 1917, when all persons appearing were fully heard. An order was afterward issued, copy of which will be found elsewhere in this report, prescribing that the exchange area for the Pensacola Telephone Exchange should be made co-extensive with the corporate limits of the city, all rates should be the same for the same service in all parts of the city, and making certain reductions in the exchange rates, resulting in a saving of about \$2,000.00 a year to the telephone subscribers in Pensacola. The effective date of the order was made February 1, 1917, and the Commission is advised that the same has been put into effect on and after that date.

Investigation was made of the practices of the Home Telephone Company in Jacksonville, Fla., in so far as the giving away of service was concerned. It was learned that the said company was giving free and reduced service to some of its subscribers, and had done so for periods ranging from one month to eighteen months, while others of their subscribers were given no free service. It was found from the figures of the said telephone company, submitted, that about 450 out of the 3,700 or more of its subscribers in Jacksonville were receiving service without having paid anything therefor. The Commission cited, in its bill of particulars submitted to the company in connection with a notice for a hearing, eighteen cases of free and reduced service that had been and were being given. Under date of June 23, 1916, the president of the company, Mr. Charles Blum, by letter, confessed that the facts set forth in the bill of particulars were "substantially true" and waived hearing and further proof. In accordance with the notice of hearing above referred to, the Commission held a public hearing in Jacksonville, when the matter was considered and discussed, the telephone company stating that the rendering of free service would be immediately stoppeed. The Commission later issued

an order finding that the Home Telephone Company had violated the Telephone Act by the rendering of free service and discriminations therein and fined the company \$1,000.00. This fine has not been paid and suit has been entered in the Circuit Court to collect. A copy of this order will be found elsewhere in this report.

### COMPLAINTS HANDLED INFORMALLY.

A large number of complaints relating to telephone matters have been thoroughly investigated and handled informally during the year.

The following are some of these complaints:

Complaint was received from B. F. Bache, Madison, Fla., against the Madison Telephone Co. "Charging Non-subscribers Toll Rates on Farmer Lines." This matter was handled and it was found that Mr. Bache was an employee of the Seaboard Air Line Railway, who subscribed for a telephone in their station at Madison which telephone Mr. Bache used to talk on the farmer lines and over which he was charged tolls for each such conversation. After thorough consideration we advised the Telephone Company that Mr. Bache should not be charged for these calls for the reason that, as an employee of a subscriber, he was entitled under subscribers' contracts to this service without additional charge other than the regular monthly rental.

Complaint was received from the Madison Telephone Company against the Western Union Telegraph Company, "Charges for attachments to Western Union poles." This matter was handled, and it was found that the charges to the complainant were not out of line with the charges made to others having attachments over the State.

Complaint was received from S. S. Smith, Jennings, Fla., "Telephone discontinued in railroad station of Georgia, Southern & Florida Railway." The commission was advised by counsel that they could not compel the

installation of a telephone in this station. We took the matter up with the railroad company and the telephone company but were unable to induce them to install this telephone.

Complaint was received from G. J. Sadler, Fenholloway, Fla, against the Gulf Telephone Company, "Division of Charges to Non-subscribers." It was claimed that the telephone company should remunerate their subscribers for collection of charges to non-subscribers, which the Gulf Telephone Company was not doing. The matter was investigated, and the complainant advised that any division of charges made to non-subscribers for service between the telephone company and the subscriber would be improper for the reason that the charge made is to remunerate the telephone company for that particular service.

The Alachua Ice Company, Alachua, Fla., complained that the Alachua Telephone Company was charging it the same rate as other business houses in Alachua when the complainant did not use the service as much. The complainant was advised that the telephone company would be discriminating in its favor if a lower rate for service was allowed it than was charged other business houses in the same exchange area.

Complaint was received from B. F. Blackburn, Laurel, Fla., against the Peninsular Telephone Company, "poor transmission on line from Sarasota to Potter, Fla." This matter was investigated and the line tested by our Telephone Engineer. It was found that the transmission was impaired by inductive noises caused by the lines of the telephone company being on the same poles with the lines of an electric light company. The telephone company was instructed to separate its wires from the wires of the electric light company, as far as possible, and to run its wires on separate poles. This the company indicated its willingness to do, but the work has been held up on account of the rebuilding of roads in that vicinity making

the line inaccessible, at the present time. It is expected that the lines will be entirely separated in the very near future.

Complaint was received from D. S. Gillis, DeFuniak Springs, Fla., against the DeFuniak Springs Telephone Company, "refusal to furnish desk telephone." This matter was handled, and the telephone company required to furnish desk telephones to all subscribers applying therefor without discrimination, they having furnished them to some subscribers and not to the complainant. The telephone company was allowed to charge three dollars (\$3.00) per year more for a desk telephone than the rate for a wall telephone. The complainant received the equipment desired.

The Panama Fish Company, of Panama City, Fla., complained that Southern Bell Telephone and Telegraph Company had failed to furnish them service when subscribed for, and after waiting a reasonable time. The matter was handled with the telephone company and service furnished to the satisfaction of the complainant.

Complaint was received from A. B. Zetrouer, Rochelle, Fla., against the East Florida Telephone Company, of Gainesville, Fla., "disconnection of line without notice." This matter was handled by correspondence with the company. It developed that the complainant owed the telephone company for service rendered and the company was carrying out a provision of its subscribers' contract, which stated that service might be discontinued for non-payment of sums due. There was no specific provision of the contract nor rule of the company that required notice to be given before disconnection for non-payment. The Commission held that the company was within its rights in disconnecting the telephone without notice. We are of the opinion, however, that telephone companies should call the attention of delinquent subscribers to their delinquency and the provision of contract, when there is such a provision, that allows disconnection for non-pay-



ment, before service is cut off and when the telephone is disconnected the subscriber should be given written notice as soon as possible stating the cause of disconnection.

Complaint was received from Harry E. Tait, Pensacola, Fla., against the Southern Bell Telephone and Telegraph Company, "failure to rebate for loss of service." This matter was handled with the telephone company and settled satisfactorily to the complainant.

Complaint was received from E. M. Dilly, Okahumpka, Fla., against the Lake County Telephone Company, "poor telephone service on rural lines." Mr. Dilly was on a line of the telephone company extending several miles in the country from the Groveland exchange. This matter was handled in a very lengthy correspondence. Mr. Dilly has advised the Commission that he has recently subscribed to the service of the Leesburg Telephone Company, and that he is getting very satisfactory service.

Complaint was received from Mrs. S. B. McDonald, Ponce de Leon, Fla., against the Ponce de Leon Telephone Company, "condition of the central office of the company in Ponce de Leon, Fla. This matter was handled with the company, and we are advised that the conditions have materially improved.

Complaint was received from J. S. Day, Greenville, Fla., against the Gulf Telephone Company, "disconnection and failure to furnish service when paid for." This matter was thoroughly investigated. It was found that one Clarence Jones, who was a collector for the Gulf Telephone Company, in Greenville, had, in April, 1916, given Mr. Day a receipt for telephone service to January 1st, 1917, in exchange for groceries for which he (Jones) owed Mr. Day. No actual money was passed, the receipt was given by Jones for credit on the books of Mr. Day's store. Mr. Jones later in the year left the employ of the company. Mr. Day being billed for the service by the company refused to pay for the same stating that he had a receipt from the agent of the company for the service. Mr. Day's

telephone was then disconnected for non-payment of sums due. The Commission was advised by counsel as follows:

"The facts disclosed by the file in the above mentioned matter appear to be that one Jones, who was collector for the Gulf Telephone Company, attempted to pay his grocery bill to J. S. Day by giving him a receipt for telephone service until January 1st, 1917.

"It was Jones' duty as the agent of the telephone company to have collected for the telephone service in cash. Furthermore, the telephone company was under no obligation, legal or moral, to pay Mr. Jones' grocery bill. The transaction between Day and Jones was illegal. Jones is still indebted to Day for his grocery bill, and Day is due for his telephone service. Having failed to pay his bill to the telephone company, the company was within its rights in discontinuing the service to Day."

Complaint was received from R. L. Ballard, Gainesville, Fla., against the Southern Bell Telephone and Telegraph Company, "failure to furnish service." This matter was handled with the telephone company and service rendered the complainant to his satisfaction.

Complaint was received from E. L. Winn, Orlando, Fla., against the Southern Bell Telephone and Telegraph Company, "failure to rebate for time service was not used." Investigation disclosed that the complainant had been out of the city for one or two months and that the service had been discontinued for non-payment during his absence. The complainant was advised that there was no rule of the company applying to Orlando, and no provision in the contract he had signed for the service, that permitted this rebate to be made.

Complaint was received from C. D. Condon, manager of the Cracker Six Market, Daytona, Fla., against the East Florida Telephone Company, "failure to furnish service." This matter was handled with the telephone company, and service rendered to the satisfaction of all concerned.

Complaint was received from J. F. Karnatz, Fort Lauderdale, Fla., against the rates charged by the Fort Lauderdale Telephone Company for desk telephones on residence service. This matter was investigated and settled satisfactorily to all concerned.

Complaint was received from Lynn Kilbourne, Carrabelle, Fla., against the Carrabelle Telephone Company—"switching charges for farmer lines." This matter was handled with the telephone company and an investigation made, disclosing the fact that the complainant had previously been receiving exchange service from the telephone company without charge. The telephone company was, therefore, found to be within its rights and was required by the telephone law to make a charge for this switching service.

Complaint was received from J. O. Sikes, Perry, Fla., against the Gulf Telephone Company—"failure to furnish service on account of non-payment of moneys due under unexpired, but broken, contract." This matter was handled with the telephone company, and it developed that Mr. Sikes entered into a contract with the telephone company (subscribers' contract) in February, 1916, for service for one year from date. This service was kept and paid for for three months, when Mr. Sikes moved and discontinued the service. The telephone company refused to enter into a new contract and render service thereunder to Mr. Sikes at a new address until he had paid the proportion of the rental still due under the unexpired contract, as specified therein. Mr. Sikes refused to pay for the unexpired portion of the rental due because he had not received the service. The Commission held that the company had no right to refuse service under a new contract, even though Mr. Sikes still owed it money under the old contract. The telephone company was, therefore, directed to render Mr. Sikes service under a new contract, provided he paid three months rental in advance as a condition precedent to the establishment of the service

and thereafter only one month in advance. This three months' collection as a condition precedent to the establishment of the service to be applied in the future without discrimination. We are now advised that Mr. Sikes has been rendered service under the conditions suggested by the Commission.

J. J. Palmer, Madison, Fla., complained against the Madison Telephone Company—"failure to promptly clear trouble on line." This matter was handled, and it was found that complainant was one of the owners of the line from the exchange area limits of Madison to his house and that the trouble complained of was on the part of the line owned by the complainant, which he is supposed to maintain. The complainant was so advised and his associate owner of the line cleared the trouble.

The Pasco Telephone Company complained that the Atlantic Coast Line Railroad Company had notified it that there must be a clearance of thirty feet between the surface of the rails and the wires of the complainant where the latter cross the railroad tracks; that there was about twenty-five feet clearance at the present time and to meet the new requirement it would be necessary to expend considerable money for longer and larger poles to replace the ones already in service. The complainant was advised that the Commission had not prescribed any rules stating what this clearance should be, but that the Bureau of Standards of the Federal Government in its National Electrical Safety Code specifies that this clearance should be twenty-eight feet for telephone wires over railroad tracks.

Complaint was received from Dr. W. M. Hankins, Daytona, Fla., against the East Florida Telephone Company—"poor service in Daytona, Fla." This matter was thoroughly investigated, the service tested and the plant inspected by our Telephone Engineer. It was found that the service rendered was magneto, slow and with poor transmission; the central office equipment was



in poor condition, the switchboard was used to its capacity with party lines, with no available line jacks for direct-line subscribers, the accommodations for the employees and the public were very poor and the equipment was crowded into a very small space in the garret of a little wooden frame building part-way over the Halifax River, the nearness of the water causing considerable trouble with the equipment and severe depreciation, and the location of the central office was several blocks from the telephonic center of the exchange. The operators appeared to be, and were undoubtedly, giving the best service they could with the equipment in use; they were crowded in front of a very small and narrow switchboard, interfering with each other's operations. It was clearly determined that the trouble with the service was the poor and antiquated equipment in use and the poor location of the office. The Commission directed the telephone company to move its central office to a more suitable location, to install an entirely new equipment of sufficient capacity to render service as applied for, either direct line or party line, and on account of the inadvisability of adding more switchboard capacity to the present magneto equipment or to install a new magneto equipment, we directed the company to install and render common battery equipment and service. The East Florida Telephone Company indicated its willingness to comply with the Commission's request, but asked permission to enter into negotiations to sell the plant to the Southern Bell Telephone and Telegraph Company, and that the Commission suspend its request until such transaction could be completed. This request was granted, with the proviso that steps be taken to improve the service rendered in the interim, which was promised. We were advised by the Southern Bell Telephone and Telegraph Company that as soon as possible after they took charge of the plant the suggestions of the Commission would be carried out. We are now advised that the transaction is



about complete. It is expected that this matter will be closed and better service rendered the public in Daytona in the very near future.

Complaint was received from Mayor Frank H. Davis, Apopka, Fla., against the Apopka Telephone Company—"poor facilities for employees and public in central office." The central office was inspected and the matter thoroughly investigated by our Telephone Engineer. It was found that the toilet facilities for employees were not suitable, that the central office equipment is in a very small room that is exceptionally and unnecessarily uncomfortable, close and hot in the summer time, and that the facilities for accommodating the public were not suitable or adequate; that there is no night service rendered after 9 o'clock in the evening, and that there is no accommodation, nor place for any, to provide for a night operator. The physician who attended the operator stated that her health was seriously impaired by the poor conditions of the office and the inavailability of toilet facilities and by being compelled to render uninterrupted service without help or relief during long hours. These being the facts as found from investigation, the Commission requested the telephone company to render all-night service, to move the central office equipment to a more suitable room in the same building, which it was found could be easily and cheaply done, giving adequate accommodation for the employees and the public, and to install a sanitary flush toilet on the same floor and convenient to the operating room. It was found from estimates submitted that these changes could be effected without undue expenditures of money on the part of the owner of the building, who is also the owner of the telephone company. We were advised by the telephone company that the changes suggested by us would be carried out by January 1, 1917. However, we were recently advised that nothing has been done and nothing will be done without formal proceeding to com-

pel it. A notice has been issued setting a hearing on this matter in Tallahassee, March 20, 1917, when the matter will be heard formally.

Florence Citrus Exchange, Florence Villa, Fla., against the Lake Region Telephone Company, "poor service and poor transmission." A thorough investigation and inspection was made, and it was found that the trouble was due to electric light and power induction caused by the fact that the telephone company's wires are on the same poles with the wires of the Winter Haven Water, Ice and Light Company, furnishing light and power current at high voltage. This condition was found to exist on nearly all the lines of the telephone company in the town of Winter Haven, as well as on all their rural lines working from that exchange. The fact that the high voltage wires are on the same poles with the telephone wires is a condition dangerous to the lives of the telephone users. The Commission requested the telephone company to erect its own lines, poles and other appurtenances and effect an entire separation of its lines, wires, poles, etc., from those of the electric light company on or before March 1, 1917. This the telephone company agreed to do. The Commission, upon receiving complaint that nothing was being done, has since notified the telephone company that unless a complete separation is effected by the above date they will proceed formally to compel the separation.

American Supply Company, Tampa, Fla., against the Peninsular Telephone Company, "refusal to furnish toll service to Ft. Myers, Fla." Upon investigation it was found that the Peninsular Telephone Company did not offer the service between Tampa and Ft. Myers to the public for the reason that the toll lines of other companies south of Arcadia were in such poor condition that the service was not considered "commercial." The Commission held that the Peninsular Telephone Company was within its rights in refusing to render the service under those conditions. The matter was then handled

with the other companies operating lines south of Arcadia and we are now advised that steps are being taken to rebuild the line from Arcadia south, and that the same will be complete within a short time when good service will be rendered between points south of Arcadia and points north.

Complaint was received from P. T. McClellan, J. H. Johns, et al., of Welborn, Fla., against the Florida Telephone Company, "toll charges on farmer lines and their division." The telephone company was charging, it developed on investigation, all non-subscriber calls at the rate of 25 cents per call and discontinuing service to subscribers when they refused to collect that amount. An old contract was found to be in effect between subscribers and the company which provided that non-subscriber's calls should be ten cents for day messages and twenty-five cents for night messages. The telephone company being advised of this contract arranged to carry out its provisions in this regard to the satisfaction of the complainants. The division of these charges between the subscribers and the telephone company is still a matter which the Commission is investigating, the subscribers claiming all and the telephone company claiming at least a part. There is no provision in the contract stipulating who should get the tolls.

Complaint was received from the Waverly Florida Nurseries Company against the Highland Telephone Company, and the Western Union Telegraph Company, "discontinuance of telegraph service previously rendered to and from Waverly, Lake Hamilton and Dundee, Fla." This matter was handled with the companies, and it was found that the telephone company had, previous to February 1st, 1917, been handling all telegrams to and from those points via Haines City, Fla., as an accommodation to its subscribers and that the volume of the business has increased to such an extent that it now interferes with the operation of the telephone system. The

Commission was advised by counsel that the telephone company cannot be compelled by law to continue to render this telegraph service, nor can the telegraph company be compelled to deliver and receive messages over the telephone lines to those points. We are going into the matter further with the companies in the hope that some method may be devised whereby the service may be continued without undue burden to the companies.

Complaint has been received from the Union Manufacturing Company, Greenville, Fla., against the Gulf Telephone Company, "poor service." This matter is being handled with the telephone company.

Complaint has been received from G. F. Andrews, Lamont, Fla., against the Gulf Telephone Company, "poor service on rural line between Perry and Lamont, Fla." This matter is being handled with the telephone company.

#### MISCELLANEOUS MATTERS HANDLED INFORMALLY.

A large number of telephone toll stations and toll rates have been established during the year. Due representation having been made to the Commission a few toll stations were allowed discontinued. After investigation of each case the Commission has caused a number of changes to be made in toll rates between towns in the State and a number of changes to be made in the routing of toll calls between several towns resulting in the better transmission of messages.

A number of exchanges have changed ownership, and a number of new exchanges have been established during the year. A correct list of the Exchanges in operation on December 31st, 1916, and the name of the companies operating them, on that date, will be found elsewhere in this report.



The following are some of the miscellaneous telephone matters handled informally during the year:

A test was made of the toll service between Lake Butler and Gainesville, Lake Butler and Alachua, and Lake Butler and Brooker, Fla., and the transmission was found to be very poor between those points. Investigation was made finding that the calls between these points were routed in a very indirect manner, in some cases nearly two hundred miles, (via. Jacksonville) where the direct distance between the points was not over 10, 18 and 25 miles. By directing a connection to be made between the lines of two companies, which were very close together, the Commission arranged for a more direct routing of the calls resulting in greatly improved service between the points named.

The McIntosh Telephone Company, of McIntosh, Fla., petitioned the Commission to require the toll calls between Micanopy and Ocala to be routed via McIntosh instead of via Gainesville. Investigation was made and it was found that the line from Micanopy to McIntosh was a farmer line, and the line from McIntosh to Ocala was a rural line, with subscribers on it both being grounded iron circuits, while the line via Gainesville was a strictly toll line serving no subscribers, used entirely for toll purposes and a copper metallic circuit, and that the service rendered via Gainesville under those conditions would be with better transmission than could be rendered via McIntosh unless the McIntosh-Ocala line was entirely rebuilt and all subscribers taken therefrom. To do this would necessitate putting the subscribers of the McIntosh exchange on a ten-cent-per-call toll basis when talking to Micanopy, whereas they get this service without additional charge at the present time. The conclusion was reached that the change would work a hardship on the McIntosh subscribers while not benefiting the Micanopy subscribers. The matter was therefore left in statu quo.



Tests were made by our Telephone Engineer of the toll service between Bunnell and Daytona, Fla., and it was found that the same was not "commercial." Upon investigation it was found that calls from Bunnell to Daytona and vice versa were routed to Jacksonville and back to the terminating exchange via another line. This matter was taken up with the Southern Bell Telephone and Telegraph Company handling the business, and arrangement was made for routing same via Palatka and DeLand instead of via Jacksonville. This resulted in a great improvement in the Toll service to the public in both Bunnell and Daytona.

The Kissimmee Telephone Company asked the Commission to adopt as its policy in the fixing of telephone exchange rates a sliding scale of standard rates based on the population of towns whereby all towns of a given size would have the same rates. We advised the telephone company, that while the population and number of subscribers were elements that should play a part in the fixing of rates for a given town, that in our opinion they were not and could not be made to be the sole basis for telephone rate-making, but that we considered telephone rates should be based on a number of elements, principal among which should be a reasonable return on the fair present value of the property used and useful in the rendering of the service for which the rates are to be charged.

The DeFuniak Springs Telephone Company submitted toll rates between points on their lines and requested the approval of the Commission thereof. Investigation was made disclosing that the company had no fixed method of determining what the rates should be. We suggested certain changes in the rates submitted and certain practices to be used in the handling of the toll service to be rendered, and we are advised by the company that our suggestions have been put into force.

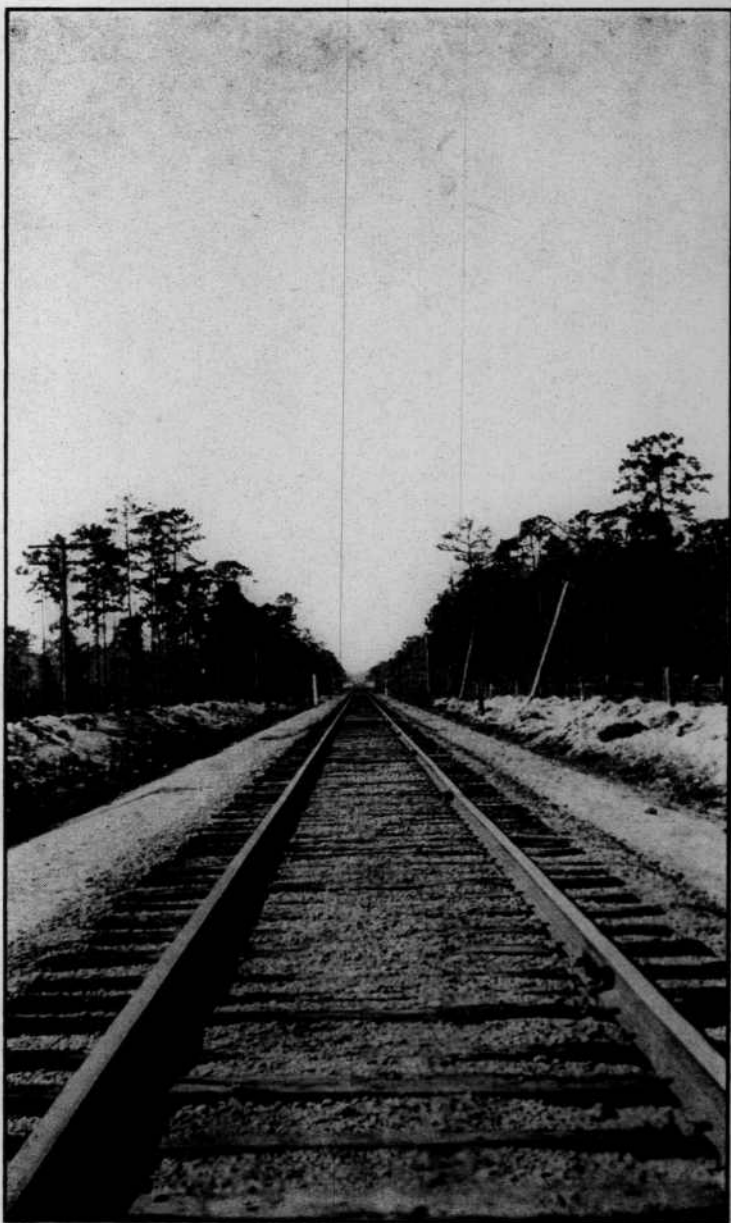
Investigation was made of the practice of the Southern

Telephone and Construction Company, in Tallahassee, in requiring persons desiring party line service to secure the other parties to "fill up" the party line before the company would render the person applying therefor such party line service as they desired, thus placing the burden of securing new party line business for the company on the subscribers, upon whom the burden of keeping such new business was also placed. After a thorough investigation we directed the company to carry the burden of securing the other parties to go on party lines and to render party-line service without delay to all persons applying therefor at party-line rates, within the exchange area of Tallahassee, thus relieving the subscribers of such burden.

The East Florida Telephone Company, of Gainesville, Fla., submitted a large number of toll rates for approval. These were investigated individually when it was found that they were not based on any method but were fixed by said company on "what we think they should be." After investigating further we directed the company to arrange its toll rates on mileages in accordance with the following table:

	Three Minutes or Less.	Each Additional Minute.
10 miles and under .....	10c	3c
11 miles to 15 miles .....	15c	5c
16 miles to 24 miles .....	20c	5c
25 miles to 35 miles .....	25c	5c
36 miles to 45 miles .....	30c	10c
46 miles to 50 miles .....	35c	10c
51 miles to 60 miles .....	40c	10c
61 miles to 75 miles .....	45c	15c
76 miles to 87 miles .....	50c	15c
88 miles to 112 miles .....	60c	20c
113 miles to 135 miles .....	75c	25c
136 miles to 162 miles .....	90c	30c
163 miles to 187 miles .....	\$1.00	30c

THE PUBLIC UTILITIES COMMISSION OF OHIO



ATLANTIC COAST LINE RAILWAY—SHOWING GRAVEL BALLAST  
One-half of a mile south of Barberville, looking north.



These mileages to be the shortest railroad mileage unless the pole line mileage is shorter than the railroad mileage, when the pole line mileage is to be used. In a few cases where the difference between what the shortest railroad or pole line mileage would be, and what the air line mileage would be, amounted to 15 cents or more, the Commission suggested a rate based on the air line mileage. The above rates were based entirely on mileages and no additional "terminal charge" was allowed to be added for the switching of calls at exchanges. We did not approve these rates as just and reasonable, but merely suggested them as a method to be used where no method was in use, this method and rates being employed by other companies in the State at the present time. It is expected that we will, in the near future, go into the matter of a just and reasonable basis for toll rates in this State.

On account of the present complicated method of changing and adding to the toll tariffs of telephone companies, and the necessity of making a number of references to ascertain the correct rate on file between any two points in this State from the tariffs, and on account of the present chaotic state of joint tariffs on file between points on the lines of one company and points on the lines of a connecting company, the Commission has proposed, and is now investigating, certain changes to be made in the forms of tariff sheets now used by telephone companies, and it is expected that we will, in the near future, after full investigation and hearing, prescribe proper forms and methods to be used in the publishing and filing of toll tariffs.

The Callahan Telephone Company, of Callahan, Fla., requested permission of the Commission to charge all non-subscribers five cent per call, whether made from subscribers' stations or from pay-stations. The matter was investigated and action postponed until a general hearing on the matter could be had when all companies



in the State could be heard, for the reason that all companies operating in Florida would be interested and should be heard before a ruling is given in the matter.

The Fashion Beaux Art Shops, at Palm Beach, Fla., desired private branch exchange service from the West Palm Beach exchange of the West Palm Beach Telephone Company. The subscriber and the company were unable to agree on a proper rate to be charged. The company had not previously rendered service of that character. The Commission was asked to fix just and reasonable rates to be charged. After thorough investigation proper rates were suggested, but owing to the limited time before the rush season started, the service was not established this year.

Request from several persons at Salerno, Fla., associated in the joint ownership of a telephone line not operated for profit and not offering service to anyone except those who owned the line, was received by the Commission for a ruling as to their jurisdiction. We were advised by counsel that we had no jurisdiction over "mutual" or "mutually owned telephone companies or associations" who did not offer service to the public and were not operated for profit.

Upon request of the Southern Telephone and Construction Company the Commission investigated and approved suitable rates for private branch exchange service in Tallahassee to be used by the Supreme Court of the State of Florida.

SALARIES AND EXPENSES OF THE RAILROAD  
COMMISSION FOR THE YEAR ENDING  
DECEMBER 31, 1916.

*Salaries—*

Three Commissioners (\$3.600 each .....	\$ 10,800.00	
Secretary .....	2,000.00	
Counsel .....	4,500.00	
Inspecting Engineer .....	2,100.00	
Rate Expert .....	2,000.00	
Telephone Engineer .....	1,425.00	
Stenographer .....	1,020.00	
Law Clerk (three months) .	375.00	
Janitor .....	360.00	
		\$ 24,580.00

*Traveling Expenses—*

Three Commissioners .....	\$ 971.14	
Counsel .....	383.12	
Inspecting Engineer .....	526.68	
Rate Expert .....	258.65	
Telephone Engineer .....	445.10	
		2,584.69

*Legal Expenses—*

Court costs, testimony, wit- nesses, etc. ....	\$ 939.68	
For Solicitor, in matter of valuation of railroads un- der Act of Congress.....	500.00	
		1,439.68

Stationery, fixtures and office supplies .....	331.41	
Ice and water.....	69.50	
Express .....	8.95	
Telephone rent and toll.....	36.26	

Telegraph .....		155.07
Printing .....		1,281.58
Postage .....		368.95
Paid Mutual Audit Company for services in F. E. C. Railway Class P case:		
Balance of special audit,		
Appropriation of 1913.....	1,717.87	
Paid out of regular appro- priation of 1915 .....	1,731.14	
		<hr/> 3,449.01
Law books and periodicals.....		103.50
		<hr/>
Grand total .....		\$ 34,408.60

Respectfully submitted,

R. HUDSON BURR, Chairman:  
 NEWTON A. BLITCH,  
 ROYAL C. DUNN,

J. WILL YON, Secretary

Commissioners.

## REPORT OF DON C. McMULLEN, COUNSEL.

Tallahassee, Fla., March 1, 1917.

Hon. R. Hudson Burr,  
 Hon. Newton A. Blich,  
 Hon. Royal C. Dunn,  
 Railroad Commissioners.

Sirs:

I submit the following as my report covering the period from the date of my last report to March 1, 1917:

1. PRESENT STATUS OF CASES PENDING AT THE DATE OF MY  
 LAST REPORT.

*Mandamus Cases.*

1. State ex rel. Railroads Commissioners vs. Florida East Coast Railway Company.

Mandamus to enforce the observance of Rule 19, decided by the Supreme Court of Florida against the railway company and appealed by it to the Supreme Court of the United States. Appeal dismissed on motion of counsel for the railway company and the rule put into effect.

2. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus to enforce observance of three-cent passenger rate (known as "bridge arbitraries case"), decided by Supreme Court of Florida against the railway company and appealed by it to the Supreme Court of the United States. Appeal dismissed on motion of counsel for the railway company, and the rate put into effect.

3. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus to enforce Class P rates prescribed by the

Railroad Commissioners. Decided by the Supreme Court of Florida against the railway company, and the rate put into effect.

4. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company.

Suit to require the railway company to restore rates at San Mateo and cease discrimination at East Palatka. San Mateo and East Palatka and put on same rate basis, and suit dismissed on motion of the State.

5. State ex rel. Railroad Commissioners vs. Atlantic Coast Line Railroad Company.

Mandamus to require better depot facilities at St. Cloud. Suit dismissed on motion of the State.

6. State ex. rel. Railroad Commissioners vs. Jacksonville Terminal Company et al.

Suit to require the erection of a union passenger station at Jacksonville. Motion to quash alternative writ of mandamus granted and suit dismissed.

7. State ex rel. Railroad Commissioners vs. Florida East Coast Railway Company .

Mandamus to require the establishment of an agency at Ojus and for better depot facilities. Suit dismissed on motion of State.

#### *Penalty Cases.*

1. State vs. Live Oak, Perry and Gulf Railroad Company.

Case decided by County Judge in favor of State. Appeal to Circuit Court taken by railroad company.

2. State vs. Atlantic Coast Line Railroad Company, Seaboard Air Line Railway Company and Tampa Northern Railroad Company.

Judgment in favor of State in Circuit Court. Appealed by railroads, and now pending before Supreme Court.

3. State vs. Seaboard Air Line Railway, Orange County.



Suit for penalty imposed for violation of Section 2907 of the General Statutes. Being conducted by Mr. Massey.

4. State vs. Florida East Coast Railway Company. Orange County.

For violation of Section 2907 of the General Statutes. Being conducted by Mr. Massey.

5. State vs. Atlantic Coast Line Railroad Company, Orange County.

For violation of Rule 3. Being conducted by Mr. Massey.

6. State vs. Atlantic Coast Line Railroad Company, Columbia County.

For violation of Section 2907 of the General Statutes. Awaiting result of cases being conducted by Mr. Massey.

7. State vs. Georgia Southern and Florida Railway Company, Columbia County.

For violation of Section 2907 of the General Statutes. Awaiting result of cases being conducted by Mr. Massey.

#### *Injunction Suits.*

1. Florida Telephone Company vs. R.Hudson Burr et al., as Railroad Commissioners.

This suit was brought by the telephone company to enjoin the enforcement of an order prescribing rates and tolls to be used and observed by the company. The company agreeing to put in rates substantially as prescribed by the order, no further steps have been taken in the suit.

2. State vs. Peninsular Telephone Company and City of Tampa.

Suit brought by the Railroad Commissioners in the Circuit Court of Hillsborough County to enjoin the violation of Chapter 6525, Laws of Florida. Bill was demurred to by the telephone company and city of Tampa and the demurrer sustained and suit dismissed. Appeal was taken to the Supreme Court of Florida, where case is now pending.

*Statutory Suits.*

1. Railroad Commissioners, for use of Plant City Composite Brick Company, vs. Atlantic Coast Line Railroad Company.

Suit brought under Section 2910 of the General Statutes in the County Court of Hillsborough County. Demurrer of railroad company was sustained to the declaration, and no further steps have been taken in the case.

*Interstate Commerce Commission Cases.*

1. R. Hudson Burr et al. vs. Louisville and Nashville Railroad Company et al.

Complaint filed on account of rates on bananas from New Orleans and Mobile to Florida points. Satisfactory rates have been put into effect by railroad companies. Suit was dismissed on motion of complainants.

2. R. Hudson Burr et al. vs. Central of Georgia Railway Company et al.

Complaint was filed on account of rates on coal from Birmingham district to Florida points. Held that discrimination in favor of South Georgia points justified, and proceeding dismissed by the Commission.

3. R. Hudson Burr et al. vs. Florida East Coast Railway Company.

Complaint was filed to stop the railway company from making a switching charge of \$2.00 where it had the line haul of the car switched. Decided in favor of the railroad company, and petition for rehearing filed and now pending.

II. STATUS OF CASES INSTITUTED SINCE LAST REPORT.

*Mandamus Cases.*

1. State ex rel. Railroad Commissioners vs. East and West Coast Railway Company.

This suit has just been instituted to require the East and West Coast Railway to construct a depot at St. Claire, in Manatee County.

*Penalty Cases.*

## 1. State of Florida vs. Marianna Telephone Exchange.

This suit was instituted in the Circuit Court of Jackson County to recover a penalty imposed for the violation of Section 3 of Chapter 6525, Laws of Florida. It is now pending on demurrer to the declaration.

## 2. State of Florida vs. Florida East Coast Railway Company.

This suit was instituted in the Circuit Court of Dade County to recover two penalties imposed for the violation of Rule 19, aggregating \$4,000.00; and two penalties imposed for violation of Rule 7, aggregating \$5,000.00.

## 3. State of Florida vs. East and West Coast Railway.

This suit was instituted in the County Court of Manatee County to recover two penalties of \$100.00 each imposed for the violation of two orders to construct depots at Pine Level and St. Claire.

## 4. State of Florida vs. Home Telephone Company.

This suit was instituted in the Civil Court of Reecord of Duval County to recover a penalty of \$1,000.00 imposed for violation of Chapter 6525, Laws of Florida, in making discriminations in rates to subscribers and giving free service.

*Interstate Commerce Commission Cases.*

## 1. R. Hudson Burr et al. vs. Southern Express Company et al.

Complaint was filed on account of the poor service and high transportation rates for strawberries. The case, so far as the service is concerned, was based on the ruling of the Interstate Commerce Commission in *Pennsylvania Paraffin Works vs. Pennsylvania Railroad*, known as the "tank car case." The Supreme Court of the United States

having decided against the order of the Interstate Commerce Commission in the last mentioned case, our position for better service is weakened, but it is to be hoped that a distinction can be made between the two cases.

Respectfully submitted,

DON C. McMULLEN, Counsel.

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### REPORT OF INSPECTING ENGINEER.

Tallahassee, Fla., March 1, 1917.

Hon. R. Hudson Burr,  
Hon. Newton A. Blitch,  
Hon. Royal C. Dunn,  
Railroad Commissioners.

Gentlemen:

I submit the following report for the year ending February 28, 1917.

Inspections were made from frequent trips over all lines operating within the State during the year. From these inspections, I have found maintenance of roadway and track, kept up to standards that has been the policy of the railroad companies to pursue for a good many years. Generally speaking, tracks are maintained in good condition, with the exception of two short lines, the Tavares and Gulf and the Tampa and Jacksonville Railway. These are lines with very light traffic, and this is almost entirely freight traffic.

Main line tracks have been maintained in good condition, and compare favorably in surface and alignment, with dirt ballasted tracks of lines in other sections of the country.

Considerable improvements to roadway and track were made during the year, and these improvements are being

continued, tracks were ballasted with rock and gravel, and rail renewals with increased weight of rail were made, releasing rail that is used extensively to improve branch lines.

Expenditures within the State during the year ending June 30, 1916, were, for road \$1,171,940.31; investment in equipment by intrastate lines, \$453,809.23. Interstate lines give the amount invested in equipment for the entire line, but do not give this information by States.

A large per centage of the amount expended for road was for improvements to roadway and track.

The Atlantic Coast Line Railroad Company invested \$226,442.82 in additions and betterments for road, during the year ending June 30, 1916, \$151,382.52 of this amount was expended for improvements to roadway and track and track structures. On main line north from Sanford they are ballasting track with Montgomery gravel. 39½ miles of track were balasted during the year. On line from Sanford to Lakeland, 9½ miles of track were balasted with Florida flint-rock. On line to St. Petersburg, balasting with Florida flint-rock was continued north from Dunedin, and 12½ miles have been completed.

Rail renewals were completed between Jacksonville and Sanford, with new 85-pound rail, improved angle bar fastenings, releasing 70-pound rail. On line from Waycross to Lakeland, rail renewals were completed since June 30, 1916, with new 85-pound rail, improved angle bar fastenings from Newberry to Jasper, releasing 60- and 70-pound relaying rail. Total renewals with new 85-pound rail since March 1, 1916, were 169 miles. Main lines of the Atlantic Coast Line in Florida now constructed with 85-pound rail, are: from Jacksonville north to the Florida line; from Jacksonville to Port Tampa; from Jacksonville via Newberry to St. Petersburg, and from Jasper to eight miles south of Lakeland.



All tie renewals during the year were made with creosoted ties.

The Seaboard Air Line Railway Company invested \$170,887.20 in additions and betterments for road during the year ending June 30, 1916. Rail renewals were completed from Talahassee to River Junction with good relaying 80-pound rail, Weber joint fastenings releasing old 58 $\frac{1}{4}$ -pound rail, and five miles of 70-pound rail.

The Florida East Coast Railway Company, for the year ending June 30, 1916, invested in new lines and extensions \$74,036.03; additions and betterments for road \$302,498.80, and for equipment \$376,534.83. Of the amount expended for road \$205,431.63 was for improvements to roadway and track and track structures.

Approximately 57 miles of track were ballasted with rock during the year. A large percentage of main line track from Jacksonville to Key West is now ballasted with rock, the entire line will probably be completed during the next year. New 70-pound rail was distributed on the roadbed from Hurds south for twenty-four miles, to release same weight of rail.

The Louisville and Nashville Railroad Company invested \$66,428.85 in additions and betterments for road during the year ending June 30, 1916, \$37,553.43 of this amount was for improvements to roadway and track and track structures.

The Charlotte Harbor and Northern Railway Company invested in additions and betterments for road during the year ending June 30, 1916, \$265,513.66. Of this amount \$172,108.60 was expended for improvements to roadway and track and track structures. Renewals and replacements of trestles and all tie renewals were made with creosoted material.

The Apalachicola Northern Railroad Company invested during the year ending June 30, 1916, \$25,387.62 in addition and betterments for road. \$24,774.08 of this amount was expended for filling trestles. They have been

filling high trestles on this line for several years and are now filling three miles of the Apalachicola river swamp trestle.

I have given only important improvements that have been made within the State to roadway and track and track structures. There have been some improvements on short lines in filling trestles and reducing grades. Lines constructed with 40-pound rail cannot be put in good surface and line, or in good condition, until rail renewals are made. Renewals should be made with increased weight of rail.

Respectfully submitted,

FRANK P. DAMON, Engineer.



## ORDERS ENTERED-

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Order No. 507  
File No. 3810.

Before the Railroad Commissioners  
of the State of Florida

In the Matter of Petition for Express Service Between  
Wilcox and Ocala on Atlantic Coast Line Railroad  
Company's Train No. 140.

This matter came on for hearing before the Railroad Commissioners of the State of Florida in the court house, at Gainesville, Florida, on November 2, 1915, pursuant to Notice No. 92, dated October 1, 1915, and there appeared M. Tucker, Route agent of the Southern Express Company, and various fish dealers of Cedar Key, and after taking the testimony of witnesses and hearing all who desired to be heard the Commissioners took the matter under advisement.

And, now, on this day, the said matter came on for further and final consideration, and the Commissioners being fully advised in the premises do find from the evidence adduced at said hearing that the express service mentioned in said Notice No. 92 should not be required. Wherefore it is Considered, Ordered and Adjudged by the said Railroad Commissioners that the said matter be and the same is hereby dismissed.

Done and Ordered by the Railroad Commissioners of the State of Florida in session at their office in the city of Tallahassee, this 2nd day of March, 1916.

R. HUDSON BURR, Chairman.

Order No. 508.  
File No. T-133.

Before the Railroad Commissioners  
of the State of Florida.

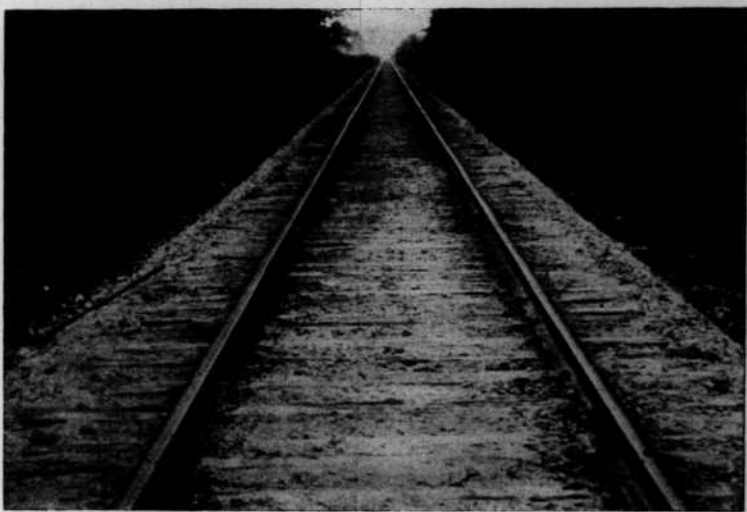
In the Matter of Filing Rates, Schedules, Copies of Contracts, etc., by the Hastings Telephone Company.

Pursuant to Notice No. 101, dated September 15th, 1915, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, on the 19th day of January, 1916, and B. L. Brown, doing business as Hastings Telephone Company, in response to said notice answered orally before the Commissioners, admitting the violation of Chapter 6525 of the Laws of Florida, Acts of 1913, in the manner charged in said Notice No. 101, and the Commissioners thereupon took the said matter under advisement.

Now on this day, the said matter coming on for further and final consideration, the Railroad Commissioners, being fully advised in the premises, do find that the said B. L. Brown, doing business as Hastings Telephone Company, has been guilty of a violation of Sections 4, 7 and 18, of Chapter 6525 of the Laws of Florida, Acts of 1913. Wherefore, it is Considered, Ordered and Adjudged by the said Railroad Commissioners that the said B. L. Brown, doing business as Hastings Telephone Company, has thereby incurred a penalty for such violation, which penalty is hereby fixed and imposed in the sum of One Hundred and One Dollars, which sum the said B. L. Brown is required to pay promptly to the State treasurer, as provided by law.

Done and Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this 2nd day of March, A. D. 1916.





FLORIDA EAST COAST RAILWAY—SHOWING ROCK BALLAST  
Between Jacksonville and St. Augustine.



Order No. 509.  
File No. 3835.

The Railroad Commissioners of the  
State of Florida.

In the Matter of Freight Rates for the Florida Railway,  
and Rules and Regulations Applicable Thereto.

(2-Feet Gauge.)

This matter coming on this day for consideration upon the application of the Florida Railway for an Order prescribing freight rates and rules and regulations governing same, for the said railway, and the Commissioners, after hearing Mr. Frank Drew in behalf of the applicant, and being fully advised in the premises, it is hereby ordered and adjudged that the following schedule of freight rates be allowed and prescribed for the use of the said Florida Railway, together with the rules and regulations governing same hereinafter mentioned. In other respects the rates to be governed by the classification of the Florida Railroad Commission, and the rules prescribed by the Commission for the government of common carriers:

Per 100 Pounds.\*

10 miles and under..	25	22	21	16	15	14	11	09	08	07	16
Distance .....	1	2	3	4	5	6	A	B	C	D	H

K Per Bbl.\*

	Per 100 Hbs.			Per Ton.	
	K	R	F	L	M
10 miles and under....	07	03	13	75	1.00

K Per Bbl.\*

	Per Carload.			Per Crate.	
	N	O	P	G	V
10 miles and under..	3.00	3.50	2.75	13	10

\*NOTE.—See “handling charges for loading and unloading.”

# Commodity Rates.\*

Distance. 10 Miles and under.	Applying On.	Rate.
	Phosphate Rock:	
	Washed and dried, unground, minimum consignment (a) 12 tons .....	15c per ton.
	Mine run rock and debris from mine to washer, minimum con- signment (a) 18 tons.....	11.6c per ton.
	Ground or pulverized minimum consignment (a) 15 tons—in sacks or barrels.....	37.5c per ton.
	Same, in bulk, minimum con- signment (a) 12 tons.....	42c per ton.
	Limestone:	
	Rough quarried, from quarry to crusher or kilns, minimum con- signment (a) 18 tons.....	11.6c per ton.
	Crushed for building purposes, minimum consignment (a) 15 tons .....	30c per ton.
	Crushed for use in paving for municipalities or counties, mini-	

mum consignment (a) 30 tons..	12c per ton.
Ground or pulverized for land dressing, minimum consignment (a) 15 tons in sacks or barrels..	37.5c per ton.
Same, in bulk.....	41c per ton.
Ballast:	
Crushed stone or rubble, for use as ballast, minimum consignment (a) 30 tons.....	12c per ton.
Sand:	
Minimum consignment (a) 18 tons .....	12c per ton.
Lumber .....	\$1.16 per carload.
Ties:	
Railroad cross ties, minimum consignment (a) 24,000 pounds.	8c per tie.
Wood:	
For fuel (including slabs and saw mill waste) cut to lengths not exceeding 4 feet minimum consignment of car-load calculated at 2 cords for every 64 square feet of car floor space, and proportionately.....	40c per cord.



Commodity Rates*—(Continued).		
Distance 10 Miles and Under	Applying On	Rate
	Cotton:	
	Pressed in bales.....	5c per Cwt.
	Potatoes:	
	In barrels or sacks, minimum shipment of 600 pounds.....	10c per Cwt.
	Cantaloupes, and peaches, and fruits, N. O. S.....	
	Vegetables:	
	Packed in standard crates.....	5c per crate.
	Poultry:	
	Live, in coops or crates, mini- mum 100 pounds.....	20c per Cwt.
	Eggs:	
	Packed in shipping cases.....	10c per case.
	Pears:	
	In standard crates.....	5c per crate.
	In barrels.....	12½ per barrel.
	Syrup:	
	Cane Syrup, contained in tin cans or glass, packed in boxes (c) .....	12c per Cwt.

## NOTES.

\*Commodity rates will only apply where shipper loads and consignee unloads; and where the Railway loads or unloads or transfer to or from standard gauge cars of another line, an extra charge will be made. See "Handling charges for loading and unloading."

- (a) The term "minimum consignment" relates to one entire and complete consignment offered for movement at one time and for a specific date, and will not cover continuing shipments extending over several days.
- (b) Charge for carriage of lumber includes free carriage of all necessary stanchions, strips and nails or wire furnished by shipper for standard gauge cars to which any transfer is made.
- (c) In estimating weight, the gallon contents will be taken at  $12\frac{1}{2}$  pounds per gallon, as including weight of container and packing box.

*Minimum Charge on Single Shipment.*

Unless otherwise specified single charge will not be less than 15c.

*Bulky Freights.*

Freight in single pieces weighing 10,000 pounds or more, and articles too long, too high, or too bulky, to be loaded on or into cars of the railway, will not be accepted.

*Minimum Carload Weights.*

Lumber .....	5,500 pounds
Classes N and O .....	8,000 pounds
N. O. S.—storage capacity of car up to 10,000 pounds	

Wherever a per ton rate is named in this order it is understood to mean per ton of 2,000 pounds.

*Handling Charges for Loading and Unloading.*

No charge for terminal handling will be made on shipments delivered by consignors in stations or cars and received by consignees from cars, platforms or stations; but for transferring to or from cars of standard gauge line an extra charge will be made for handling, as not included in or being any part of the transportation service or rate, as follows:

On shipments that do not exceed 2,000 pounds in item weight, and subject to a minimum charge of 1c for a single consignment:

Classes 1 to H and K and R (per cwt.) .....	1c
F (per barrel) .....	1c
N and O (per ton) .....	10c
P (per cwt.) .....	$\frac{3}{4}$ c
V and G (per package) .....	$\frac{1}{2}$ c

*Commodities.*

Phosphate rock, limestone, ballast, sand—For use of dump or hoist and dumping over chute into cars (per ton) ..... 1c

(When dumped into box cars of standard gauge and shoveled back, cost, plus 10 per cent.)

Lumber—Unloading from railway cars and transfer to standard gauge cars over skids (per 1,000 feet, board measure) ..... 25c

(For such charge the railway will also supply stanchions and strips or wire furnished, with fastenings, by shipper or line owning such standard gauge car; but in no case will the railway assume responsibility for the quality of such stanchions, strips, wire or fastenings or for replacement of same or for reloading when due thereto.)

Ties (per tie) .....	11½c
Wood (per cord) .....	10c
Other commodities: On unit upon which commodity rates are applied .....	1c

### *Demurrage.*

The demurrage rules prescribed by the Railroad Commission of the State of Florida are modified so as to make said rules applicable to this line at 40 per cent of the figures stated in such rules in relation to the time and charges.

### *Forwarding.*

The Florida Railway will act as agent for consignor or consignee (when so authorized and empowered) for the delivery of shipping orders to or receiving freight bills for intrastate shipments from any common carrier with which it connects; but it will not issue through bills of lading or handle upon through or interline billing or consignment; nor will it be responsible for demurrage or per diem charges for equipment of other lines to or from which (as independently of its own carriage) it undertakes to make transfer or deliveries for its patrons.

### *Extra Line Agencies.*

For the accommodation of shippers, agencies for the prepayment or collection of freight charges have been established at the offices of the Florida Railway Company at Live Oak, Mayo and Perry, Fla.

*In re* Rule 19 of the Rules Governing the Transportation of Freight:

This rule does not apply to freight handled over the line of the Florida Railway.

It is further ordered that the foregoing rules, regulations and rates shall become effective on the 6th day of March, 1916.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this 6th day of March, A. D. 1916.

R. HUDSON BURR, Chairman.

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Order No. 510  
File No. T-134

Before the Railroad Commissioners  
of the State of Florida.

In the Matter of the Petition of the Little River Telephone Company for Permission to Readjust Its Rates and Charges for Service at Wellborn.

Pursuant to Notice No. 104, dated March 6, 1916, this matter came on for hearing before the Railroad Commissioners of the State of Florida at Wellborn, Florida, on March 17, 1916, and then and there appeared the Little River Telephone Company by E. H. Pichard, and there also appeared Dr. McClellan, representing the rural subscribers. The Commissioners heard the testimony of E. H. Pichard as to the income, expenses and investment of the said company in the telephone plant at Wellborn and, after an appraisalment of the said plant and an analysis and investigation of the books of the said company, and after giving an opportunity to all who so desired to be heard, the matter was taken under advisement.

And now, on this day, the said matter coming on for further and final consideration, the Railroad Commissioners, being advised in the premises, do find from the evidence adduced in the manner aforesaid that the operation of the said telephone plant at Wellborn aforesaid under the present rates is not remunerative to the Little



River Telephone Company and that certain changes, additions and betterments are necessary to the rendering of good service by the said company to its patrons.

It is, therefore, considered, ordered and adjudged by the said Railroad Commissioners that the said Little River Telephone Company be, and it is hereby, authorized to charge the following rates at its exchange at Wellborn aforesaid, to-wit:

Toll charges to non-subscribers .....	\$ .25
Rural and residence stations, per month.....	2.00
Business stations, per month.....	2.50

It is further ordered that the toll rates above prescribed are allowed pending the adoption of uniform rates governing toll and long-distance service throughout the State.

It is further ordered that the aforesaid rates shall become effective on April 1, 1916.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 24th day of March, A. D. 1916.

R. HUDSON BURR, Chairman.

Order No. 511  
File No. 3493

Before the Railroad Commissioners  
of the State of Florida.

In the Matter of the Application to Permit the Freight Stations to be closed at 12 O'clock noon on Saturdays During the Months from June 1, 1916, to October 1, 1916.

Application having been made to us by the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway to suspend the operation of Rule No. 26 of our "Rules Governing the Transportation of Freight" so far as to permit the employees of the said railroad companies

in their respective freight stations in Tampa to enjoy a half-holiday on Saturdays during certain months herein-after named, and it appearing to us that the same ought to be granted:

We, the Railroad Commissioners of the State of Florida, do, therefore, order that the operation of our Rule No. 26 aforesaid be, and the same is hereby, suspended so far only as to permit the railroad companies aforesaid to close their freight stations in the city of Tampa at 12 o'clock noon on each and every Saturday during the months of June, July, August and September in the year 1916, for the purpose of giving the said employees a half-holiday in each week during the said months.

This order shall take effect June 1, 1916.

Ordered in open session of our Board in the city of Tallahassee, this 13th day of April, 1916.

R. HUDSON BURR, Chairman.

Order No. 512  
File No. 3696

Before the Railroad Commissioners  
of the State of Florida.

In the Matter of the Application of the Seaboard Air Line Railway, Atlantic Coast Line Railroad Company and Tampa and Jacksonville Railway for a Permit to Close Their Freight Stations on Saturday Afternoons During the Months of June, July, August and September.

Application having been made to us by the Seaboard Air Line Railway, the Atlantic Coast Line Railroad Company and the Tampa and Jacksonville Railway to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight," so as to permit the employees of the said railway companies in their respective freight stations at Gainesville, Fla., to enjoy a half-holiday on

Saturdays during the months hereinafter named, and it appearing to us that the said application ought to be granted:

Now, therefore, we, the Railroad Commissioners of the State of Florida, do, therefore, order that the operation of our Rule No. 26 aforesaid be, and the same is hereby, suspended so far only as to permit the railway companies aforesaid to close their respective freight stations at the city of Gainesville, Fla., at 12:00 o'clock noon on Saturdays during the months of June, July, August and September, 1916, for the purpose of giving the said employees a half-holiday in each week during the said period.

This order shall take effect June 1, 1916.

Ordered in open session of our Board in the city of Tallahassee, this 17th day of April, 1916.

R. HUDSON BURR, Chairman.

Order No. 513  
File No. 3508

Before the Railroad Commissioners  
of the State of Florida.

In the matter of the Applications of the Gulf, Florida and Alabama Railway Company and the Louisville and Nashville Railroad Company to Permit the Closing of Their Freight Stations at Pensacola on Saturdays During the Months from June 1 to October 1.

Applications having been made to us by the Gulf, Florida and Alabama Railway Company and the Louisville and Nashville Railroad Company to suspend the operation of Rule No. 26 of the "Rules Governing the Transportation of Freight," so as to permit the employees of the said railway companies in their freight stations at Pensacola, Fla., to enjoy a half-holiday on Saturdays during certain months hereinafter named, and it appearing to us that same ought to be granted:

We, the Railroad Commissioners of the State of Florida, do, therefore, order that the operation of our Rule No. 26 aforesaid be, and the same is hereby, suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the city of Pensacola at 1 o'clock p. m. on each and every Saturday during the months of June, July, August and September in the year 1916, for the purpose of giving the said employees a half-holiday in each week during the said months.

This order shall take effect June 1, 1916.

Ordered in open session of our Board in the city of Tallahassee, this 24th day of April, 1916.

R. HUSON BURR, Chairman.

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Order No. 514                      Before the Railroad Commissioners  
File No. 3027                      of the State of Florida.  
In the Matter of the Application to Permit the Freight  
Stations at Jacksonville to Be Closed at 12 o'clock  
Noon on Saturdays During the Months from June 1 to  
October 1, 1916.

Application having been made to us by the Atlantic Coast Line Railroad Company, Florida East Coast Railway Company, Seaboard Air Line Railway, the Georgia Southern and Florida Railway Company and the Southern Railway to suspend the operation of Rule No. 26 of our "Rules Governing the Transportation of Freight" so far as to permit the employees of the said railroad companies in their several freight stations in Jacksonville to enjoy a half-holiday on Saturdays during certain months hereinafter named, and it appearing to us that the same ought to be granted:

We, the Railroad Commissioners of the State of Florida, do, therefore, order that the operation of our Rule

No. 26 aforesaid be, and the same is hereby, suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the city of Jacksonville at 12 o'clock noon on each and every Saturday during the months of June, July, August and September, in the year 1916, for the purpose of giving the said employees a half-holiday in each week during the said months.

This order shall take effect June 1, 1916.

Ordered in open session of our Board at the city of Tallahassee, this 27th day of April, A. D. 1916.

R. HUDSON BURR, Chairman.

Order No. 515  
File No. 3834

The Railroad Commissioners of the  
State of Florida.

In the Matter of Freight and Passenger Rates for Pelham and Havana Railroad Company.

This matter coming on this day for consideration upon the application of Pelham and Havana Railroad Company for an order prescribing freight and passenger rates for the said railroad, and the Commissioners being fully advised in the premises, it is hereby ordered and adjudged that the following schedule of freight rates be allowed and prescribed for the use of Pelham and Havana Railroad Company, the same to be governed by the classification of the Florida Railroad Commission from and after this date:

(See rates elsewhere in this report.)

It is further ordered that the local mileage rates on sugar cane to sugar and syrup factories, and rates on cotton pressed in bales, as shown on page 182, the local mileage rates on fruits and vegetables, as shown on pages 183 and 189, and rates on phosphate, as shown on page



181 of the said Commissioners' Eighteen Annual Report, are hereby prescribed for the said Pelham and Havana Railroad Company; and

It is further ordered that the said railroad will be allowed the following passenger rates: :

Straight one-way fare, 4c per mile.

Round trip ticket, good for five days, exclusive of day of sale, 3c per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this 29th day of April, A. D. 1916.

R. HUDSON BURR, Chairman.

Order No. 516  
File No. 2634

Before the Railroad Commissioners  
\* of the State of Florida.

In the Matter of Passenger Depot Facilities at River Junction, Fla.

Pursuant to Notice No. 103, dated February 29, 1916, setting down the above mentioned matter for hearing at River Junction, Fla., on the 28th day of March, 1916, at 10 o'clock in the morning, which meeting was on the 21st day of March, 1916, postponed to April 18, 1916, at 10 o'clock in the morning, this matter came on for hearing before the Railroad Commissioners on the last mentioned date at River Junction, Fla., and then and there appeared the following:

For Petitioners: J. Q. Williams, Joel Rice, H. P. Butler, E. H. Boykin, M. Morgan, W. L. Shepard, L. B. Edwards, D. K. Palsgraaf, Dr. B. F. Barnes and F. W. Lloyd, secretary Gadsden County Board of Trade.

For Railroads: R. A. McCranie, general superintendent A. C. L.; J. A. Bowdoin, superintendent A. C. L.; E. O.

Saltmarsh, superintendent L. and N.; D. Sullivan, general superintendent A. N. Railway; W. J. Evans, division counsel S. A. L. and A. N. Railways; W. J. Anderson, road master A. C. L.; W. J. Goodring, engineer of roadway S. A. L., and H. B. Cartwright, assistant engineer S. A. L.

An dafter hearing the testimony of the witnesses, under oath, the Commissioners took the said matter under advisement.

And now on this day the said matter came on for further consideration, and the Commissioners, being fully advised in the premises, do find from the evidence taken that an improvement in the depot facilities at River Junction is required.

Wherefore, it is considered, ordered and adjudged that the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway Company, the Louisville and Nashville Railroad Company and the Apalachicola Northern Railroad Company be, and they are hereby, required to provide and erect at River Junction aforesaid additions and improvements to and upon the present depot at said River Junction, as shown by a blueprint filed by the Atlantic Coast Line Railroad Company with the Railroad Commissioners and approved by them on the 23d day of May, 1916, bearing the following legends:

"Floor Plan: Atlantic Coast Line Railroad sketch plan alterations to passenger depot, River Junction, Fla.," which blueprint provides for and the improvements and additions so required, to be erected, shall include a rest room 16x16 feet, two stories high, to match the present building, and the upper floor to be used as an office, extending umbrella shed at the north end of the station 60 feet, closing window between the office and colored waiting room and put door in bay window, move telegraph table back as indicated in said blueprint.

It is further considered, ordered and adjudged that the

railroad companies aforesaid shall also install water pipe line and connect city water with wash basins, also install two (2) ice boxes with pipe coils.

And it is further ordered that these additions and improvements to the depot facilities at River Junction be commenced within thirty days from the date hereof and be completed and ready for use within ninety days from the date hereof.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 23d day of May, 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 517.

FILE NO. 3756.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER  
RATES FOR THE SOUTH FLORIDA AND GULF  
RAILROAD COMPANY.

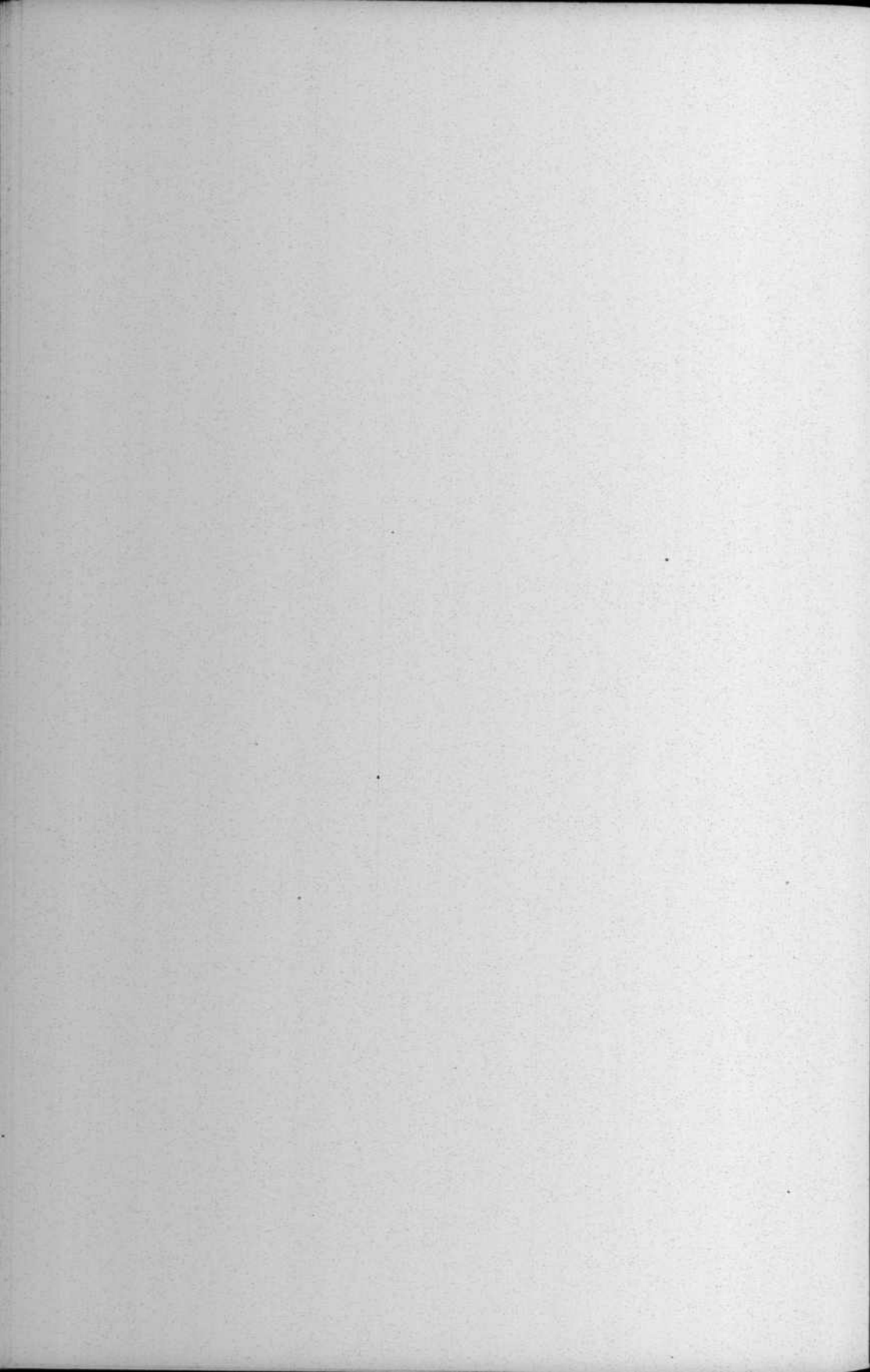
This matter coming on this day for consideration upon the application of the South Florida and Gulf Railroad Company, for an Order prescribing freight and passenger rates for the said railroad, and the Commissioners being fully advised in the premises, it is hereby ordered and adjudged that the following schedule of freight rates be allowed and prescribed for the use of the South Florida and Gulf Railroad Company, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date.

(See Rates elsewhere in Report.)

It is further ordered that the local mileage rates on



ATLANTIC COAST LINE RAILWAY—SHOWING ROCK BALLAST  
One-third of a mile north of Auburndale depot, looking north.





sugar cane to sugar and syrup factories, and rates on cotton pressed in bales; as shown on page 182, the local mileage rates on fruits and vegetables, as shown on pages 188 and 189, and rates on phosphate, as shown on page 181 of the Eighteenth Annual Report of the Railroad Commission, are hereby prescribed for the said South Florida and Gulf Railroad Company; and

It is further ordered that the said railroad shall be allowed the following passenger rates:

Straight, one-way fare,—4c per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 17th day of June, A. D. 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 518.

FILE NO. 2992.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA, TO THE OCKLAWAHA  
VALLEY RAILROAD.

IN THE MATTER OF THE WITHDRAWAL OF CER-  
TAIN RATES BY THE OCKLAWAHA VALLEY  
RAILROAD AND THE SUBSTITUTION THERE-  
FOR OF OTHER RATES.

Pursuant to Notice No. 113, dated July 25th, 1916, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, on the first day of August, 1916, and no one having appeared on behalf of the Ocklawaha Valley Railroad, or on behalf of interested shippers, the Commissioners thereupon took the said matter under advisement.

Now, on this day, the said matter coming on for further

and final consideration, and the Commissioners being fully advised in the premises, it is hereby ordered and adjudged that the Ocklawaha Valley Railroad be allowed:

First—To withdraw its class rates now maintained and in force between stations on its line and Jacksonville and Fernandina, Fla., except from and to Rodman, Fla.

Second—To withdraw its commodity rates now maintained and in force on lumber and other forest products from stations on its line to Jacksonville and Fernandina, Fla.

It is further Ordered and Adjudged that from the effective date of this Order all rates between Ocklawaha Valley Railroad stations and Jacksonville, Fla., except to and from Rodman, Fla., shall be made upon the lowest available combination in connection with Rule 19 of the Freight Rules, and that rates between Rodman, Fla., and Jacksonville, Fla., shall be the following:

Class	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L
	30	27	25	20	16	13	13	13	12	11	22	25	22	10	1.50
	M		N		O		P		R						
	1.50		26.10		26.10		15.30		18						

It is further ordered that Jacksonville rates may be applied on business moving between Ocklawaha Valley Railroad stations and Fernandina, Florida.

The Ocklawaha Valley Railroad is hereby relieved of the application of the Long and Short Haul Law, (Chapter 6523, Laws of Florida), with reference to points intermediate between Rodman, Fla., and Jacksonville and Fernandina, Fla.

It is further Ordered that the aforesaid rates shall become effective on the 9th day of September, 1916.

Done and Ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, on this the 9th day of August, A. D. 1916.

R. HUDSON BURR, Chairman.

ORDER NO. 519.  
FILE NO. T-159.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION  
OF SECTION 3 OF CHAPTER 6525 OF THE LAWS  
OF FLORIDA BY THE MARIANNA TELEPHONE  
EXCHANGE.

Pursuant to Notice No. 112, dated the 3d day of July, 1916, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, on the 1st day of August, 1916, and the Marianna Telephone Exchange entered no appearance and made no answer or defense in the proceedings, and after taking testimony of witnesses and hearing all who desired to be heard, the Commissioners took the matter under advisement.

And now, on this date the said matter coming on for further and final consideration, the Railroad Commissioners being fully advised in the premises, do find from the evidence adduced at the said hearing that the said Marianna Telephone Exchange, a corporation, is guilty of a violation of Section 3 of Chapter 6525 of the Laws of Florida, in that it did fail to keep in good condition and repair the instrumentalities and equipment furnished by it, thereby discontinuing a service to the public it had been rendering.

Wherefore, it is considered, ordered and adjudged by the said Railroad Commissioners that the said Marianna Telephone Exchange has thereby incurred a penalty for such violation, which penalty is hereby fixed and imposed in the sum of one hundred and one dollars (\$101.00),

which sum the said Marianna Telephone Exchange is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this 30th day of August, A. D. 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 520.

FILE NO. 3215.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA

IN THE MATTER OF THE REMOVAL OF THE STA-  
TION AT PANAMA.

This matter came on for hearing before the Railroad Commissioners of the State of Florida at Jacksonville, Fla., on the 29th day of August, 1916, pursuant to Notice No. 114, dated July 26, 1916, and there appeared H. B. Cartwright, assistant engineer, and H. W. Purvis, superintendent, of the Seaboard Air Line Railway, and C. S. Hammatt for F. H. Downs, W. N. Sampson, J. C. Tate for George W. Clark and Dr. C. E. McKinnon, and after taking testimony of witnesses and hearing all who desired to be heard, the Commissioners took the matter under advisement.

And now, on this date the said matter having come on for further and final consideration, and the Commissioners being fully advised in the premises, upon consideration thereof, order and adjudge that the said matter be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this 19th day of September, A. D. 1916.

N. A. BLITCH, Acting Chairman.

ORDER NO. 521  
FILE NO. 3849.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF ALLEGED VIOLATION OF  
OF CLASSIFICATION BY THE ATLANTIC COAST  
LINE RAILROAD COMPANY.

This matter came on for hearing before the Railroad Commissioners of the State of Florida in their office in the city of Tallahassee, Fla., on Friday, the 23d day of June, 1916, pursuant to Notice No. 110, dated the 26th day of May, A. D. 1916, and the Atlantic Coast Line Railroad Company appearing by G. L. Tillery, its general freight agent, agreed to make classification of boiler tubes as fifth class, and further agreed to refund to Cain O'Berry Boiler Company the overcharge complained of in said notice, and the Commissioners took the matter under advisement.

And now, on this day the same matter came on for further and final consideration, and the Commissioners being fully advised in the premises, and being advised that the Atlantic Coast Line Railroad Company has performed its agreement in the premises there is no further reason for a continuance of the said matter.

Wherefore, it is considered, ordered and adjudged by the said Railroad Commissioners that the said matter be, and the same is hereby, dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 19th day of September, A. D. 1916.

N. A. BLITCH, Acting Chairman.



ORDER NO. 522  
FILE NO. 3808.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A COMBI-  
NATION FREIGHT AND PASSENGER DEPOT  
AND FACILITIES AT PINE LEVEL, FLA.

Pursuant to Notice No. 117, dated August 9, 1916, setting down the above mentioned matter for hearing at Tallahassee, Fla., on the 4th day of October, 1916, at 3 o'clock in the afternoon, this matter came on for hearing before the Railroad Commissioners on the last mentioned date at Tallahassee, Fla., and then and there appeared the following:

A. F. Hull, representing petitioners favoring location of depot in Section 10; John W. Burton, representing Morris Whidden, W. G. Willis and other petitioners favoring location of depot in Section 14.

The East and West Coast Railway was not represented, nor was any answer filed on its behalf. After hearing, the statements of all parties desiring to be heard, the Commissioners took the said matter under advisement.

And now, on this day the said matter came on for further consideration, and the Commissioners being fully advised in the premises, having heretofore been advised by Mr. W. B. Wilson, vice president of the East and West Coast Railway, that it was the intention of the company immediately after November, 1915, to erect a depot at Pine Level, but owing to a disagreement between the patrons of the road at this point as to the location he desired the railroad Commissioners to instruct the railway company where to locate the depot. The Railroad Commissioners having visited Pine Level on the 12th day of February, 1916, for the purpose of investigating the

controversy as to the merits of the different proposed locations, made personal inspection of the different locations and took statements of many citizens and patrons of the road, including Mr. W. B. Wilson, vice president, who stated that the location hereinafter mentioned would better serve the interest of 90 per cent of the patrons of the road, and thereupon agreed to immediately build the depot on the hereinafter designated location, and nothing having been done by the railway company to carry out the vice president's promise the Commissioners gave formal notice above mentioned and, after having formal hearing in the manner above mentioned, do find that a depot should be erected by the East and West Coast Railway at Pine Level, and that the interest and convenience of the public demands that the said depot be located in the southeast quarter of the southeast quarter of Section 10, Township 37, Range 23, at the intersection of the line between Sections 10 and 11 with the railroad track of the East and West Coast Railway, west of said section line and north of the railroad track.

Wherefore, it is considered, ordered and adjudged that the East and West Coast Railway be, and it is hereby, required to provide and erect at Pine Level aforesaid, upon the location hereinbefore designated, a combination freight and passenger depot of the following dimensions:

Waiting room for white passengers to contain not less than 225 square feet of floor space.

Waiting room for colored passengers to contain not less than 150 square feet of floor space.

Freight ware-room to contain not less than 600 square feet of floor space.

The same to be equipped with suitable approaches and platforms, and to be provided with outside closets, one for each sex, for the use of white passengers, and one for each sex for the use of colored passengers.

It is further considered, ordered and adjudged that

work on said depot be commenced within ten days from the date hereof and be completed and ready for use within sixty days from the date hereof.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 6th day of October, A. D. 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 523.

FILE NO. 3827.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT AND STATION FACILITIES AT ST. CLAIRE, FLA.

Pursuant to Notice No. 119, dated August 17, 1916, setting down the above mentioned matter for hearing at Tallahassee, Fla., on the 4th day of October, 1916, at 3:30 o'clock in the afternoon, this matter came on for hearing before the Railroad Commissioners on the last mentioned date at Tallahassee, Fla. The East and West Coast Railway was not represented, nor was any answer filed on its behalf.

And now, on this day the said matter came on for further consideration, and the Commissioners being fully advised in the premises, having before them the petition of the citizens of St. Claire for the depot and station facilities, and having before them the correspondence of W. B. Wilson, vice president of the East and West Coast Railway, by which correspondence the said railway agreed to build at once a suitable depot at St. Claire, Fla., the Commissioners do find that a depot should be erected by the East and West Coast Railway at St. Claire, Fla.

Wherefore, it is considered, ordered and adjudged that the East and West Coast Railway be, and it is hereby, required to provide and erect at St. Claire, Fla., aforesaid a combination freight and passenger depot of the following dimensions:

Waiting room for white passengers to contain not less than 225 square feet of floor space.

Waiting room for colored passengers to contain not less than 150 square feet of floor space.

Freight wareroom to contain not less than 600 square feet of floor space.

The same to be equipped with suitable approaches and platforms, and to be provided with outside closets, one for each sex for the use of white passengers, and one for each sex for the use of colored passengers.

It is further considered, ordered and adjudged that work on said depot be commenced within ten days from the date hereof and be completed and ready for use within sixty days from the date hereof.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 6th day of October, A. D. 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 524.

FILE NO. 2973.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE OPERATION BY THE  
SOUTH FLORIDA RAILWAY COMPANY OF MIX-  
ED PASSENGER AND FREIGHT TRAINS.

Pursuant to Notice No. 120, dated September 4, 1916,  
the above mentioned matter came on for hearing, on the



26th day of September, 1916, at Perry, Fla., and then and there appeared the following::

L. W. Blanton, for complainants—Wilbur Oglesby, superintendent, and W. B. Davis, attorney, for South Georgia Railway Company. And after hearing the testimony of witnesses under oath the Commissioners took the said matter under advisement.

And now, on this day the said matter coming on for further consideration, the Commissioners find from the testimony of witnesses and the admissions of the representative of the respondent that hauling freight cars on trains carrying passengers has frequently caused such trains to fail to keep their schedules, to the great inconvenience of passengers and patrons of the road; and the respondent, the South Georgia Railway Company, by its superintendent, Wilbur Oglesby, having stated in writing to the Commissioners that the respondent has already put into service on its line from Quitman to Adel, Ga., a freight train in addition to the service given at the date of the notice of hearing in this matter, which additional freight train service will to a certain extent relieve the trains running on respondent's line in Florida, and reduce the inconvenience heretofore suffered by passengers, and the respondent by its said superintendent having further stated in writing that it will on the 15th day of November, 1916, commence operating a Pullman sleeper on its Train No. 3, making it an exclusive passenger train, it is therefore, considered, ordered and adjudged that, effective November 15th, 1916, respondent's Train No. 3 shall be an exclusive passenger train, run upon a schedule by which it shall arrive at Perry, Fla., daily at 11:30 a. m. and leave at 4:00 p. m.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 28th day of October, A. D. 1916.

R. HUDSON BURR, Chairman.



ORDER NO. 525.

FILE NO. 3801.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE VIOLATION BY THE  
FLORIDA EAST COAST RAILWAY COMPANY OF  
RULE 19 OF THE "RULES GOVERNING THE  
TRANSPORTATION OF FREIGHT."

Pursuant to Notice No. 85, dated July 19, 1915, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the city of Tallahassee, on the 30th day of October, 1915, and then and there appeared the Florida East Coast Railway Company by Alex St. Clair Abrams, counsel, who was fully heard, and the said Florida East Coast Railway Company having filed its sworn answer in the said matter, which said answer admitted that on the shipment set forth in the said Notice No. 85, the Florida East Coast Railway Company did not reduce its rate 10 per cent as required by Rule 9 of the "Rules Governing the Transportation of Freight," but charged the full rate authorized by the Commissioners without such reduction. The Railroad Commissioners thereupon took the matter under advisement and thereafter, by leave of the Commissioners, amended its sworn answer.

And now, on this day the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, do find that on, to-wit., the 15th day of October, 1914, on a shipment of freight by Anna Mathis from Mulberry to Anna Mathis, Daytona, which shipment passed over the lines of the Atlantic Coast Line Railroad Company and the Florida East Coast Railway Company, the said Florida East Coast Railway Company did exact, charge and col-

lect, or cause to be exacted, charged and collected, a greater rates than the sum of the local rate on such shipment, less 10 per cent for the distance hauled over each road.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida, that the said Florida East Coast Railway Company has been guilty as charged of violating the said Rule 19 of the "Rules Governing the Transportation of Freight," as above set out, and has thereby incurred a penalty for such violation, which is hereby fixed and imposed in the sum of one thousand dollars (\$1,000.00), and which the said Florida East Coast Railway Company is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 30th day of October, 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 526.

FILE NO. 3850.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF ALLEGED VIOLATION OF  
RULE 15 OF THE "RULES GOVERNING THE  
TRANSPORTATION OF FREIGHT."

Pursuant to Notice No. 109, dated May 26, 1916, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the city of Tallahassee, on June 23, 1916, and the Seaboard Air Line Railway Company, respondent, having filed its answer in the said matter, the same was thereupon con-

tinued for further hearing on the 2d day of August, 1916. Pursuant to such postponement, the said matter came on for consideration on the 2d of August, 1916, and then and there appeared the Seaboard Air Line Railway Company by W. J. Oven, attorney at law, and C. A. Carpenter, assistant general freight agent, and the evidence of witnesses was taken both on behalf of the complainant and on behalf of respondent, and depositions on behalf of respondent were filed herein, and the Railroad Commissioners thereupon took the matter under advisement.

And now, on this day the said matter coming on for further and final consideration, the Railroad Commissioners, being fully advised in the premises, do find that on, to-wit, the 7th day of November, 1914, the Seaboard Air Line Railway Company charged \$2.00 per car for switching S. A. L. cars Nos. 35614, 35071, 34142, 32269 and 32472, of which the said respondent had the line haul, and further finds that the same was an intrastate movement of said cars, and that the charge of \$2.00 per car for switching was in violation of Rule 15 of the "Rules Governing the Transportation of Freight" heretofore adopted and promulgated by the Railroad Commissioners of the State of Florida.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida, that the said Seaboard Air Line Railway Company has been guilty as charged of violating the said Rule 15, as above set out, and has thereby incurred a penalty for such violation, which is hereby fixed and imposed in the sum of five hundred and one dollars (\$501.00), and which the said Seaboard Air Line Railway Company is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 30th day of October, 1916.

R. HUDSON BURR, Chairman.

ORDER NO. 527.

FILE NO. 3178.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF AMENDMENT OF RULE VI OF  
DEMURRAGE RULES.

Pursuant to Notice No. 91, dated the 1st day of October, 1915, the Railroad Commissioners of the State of Florida, being in session at their office on the 15th day of November, 1915, at 10 o'clock in the morning, then and there took under consideration the matter of the amendment of said Rule VI of "Demurrage Rules" as specified and set out in said Notice No. 91, and then and there appeared the following: F. M. Harden, manager, Southeastern Demurrage Bureau, also appeared for Atlantic Coast Line Railroad Company, Southern Railway Company, Louisville and Nashville Railroad Company, H. W. Purvis for Seaboard Air Line Railway Company, and C. J. Acosta for Georgia, Florida and Alabama Railroad Company, and all who so desired were fully heard, and thereupon the said matter was taken under advisement.

And, now, on this day the said matter coming on for further consideration, and the Railroad Commissioners being fully advised in the premises, it is Considered, Ordered and Adjudged by the Railroad Commissioners of the State of Florida, that Rule VI of Demurrage Rules heretofore adopted and promulgated by them, be and the same is amended to read as follows:

"When the consignee shall refuse, for period of 10 days after notice as provided for in Rule 3 fail, to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give or send the consignor legal notice of such refusal or failure, unless the consignee has signified in writing his acceptance of the prop-

erty; and the consignor shall thenceforth become liable to such carrier for the demurrage then due, and which may accrue thereafter upon the car or cars in which the goods are stored to the same extent, and at the same rate as such charges are now, under like circumstances, by the rules of this Commission, imposed upon consignee who refuses or neglect after notice of arrival to remove freight of like character from the cars of the carrier. No demurrage charges, however, shall be allowed after the expiration of the period of 10 days from date of legal notice to the consignee, until the consignor shall have been notified of refusal or failure on the part of consignee to accept the freight.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued."

It is Further Ordered and Adjudged that the amended new rule, as herein adopted and prescribed, shall take effect on the 1st day of December, 1916.

Done and Ordered by the Railroad Commissioners of the State of Florida, in session at their office in Tallahassee, this the 30th day of October, 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 528.

FILE NO. T-141.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FREE OR REDUCED SERVICE  
GIVEN AND DISCRIMINATIONS IN SERVICE  
AND RATES FOR SERVICE BY THE HOME TELEPHONE COMPANY.

Pursuant to Notice No. 105, dated the 6th day of March, 1916, the above mentioned matter was set down for hear-



ing at the Board of Trade rooms in Jacksonville, Fla., on the 11th day of April, 1916, and on petition of the respondent, the Home Telephone Company, the said hearing was postponed until the 27th day of June, 1916, at the same place, and thereafter, to-wit; on the 23d day of June, 1916, the respondent, the Home Telephone Company, through its president, Chas. Blum, filed in writing an unsworn answer as follows:

"The Home Telephone Company confesses, as substantially true, the facts set forth in the bill of particulars supplied by the Railroad Commission as a basis of the charge against said telephone company for discrimination by giving free service, and waives proof of said facts. And the said Home Telephone Company further waives hearing upon said charges, and asks permission of the Commission to file a statement of extenuation."

And said matter came on for hearing on the 27th day of June, 1916, at the Board of Trade rooms in the City of Jacksonville, Fla., and there appeared, Hon. Jas. E. Calkins, as attorney for the respondent, and made a statement on behalf of the respondent, after which the Commissioners took the said matter under advisement.

And, now, on this day the said matter coming on for further consideration, and the Commissioners being fully advised in the premises, do find from the evidence taken and the admission of the respondent, that the respondent has, in violation of law, and in violation of its tariff rates for service which were on file with the Railroad Commissioners, given free service to the following persons, firms or corporations:

Dowling, Hutchinson & Patterson,  
Standard Clothing Company,  
Betts' Pharmacy.  
Credit Clearing House,  
Prof. Joseph B. Cozatt,  
Rhodes, Futch, Collins Company,  
City Recorder's Office,

Jackson Hotel,  
 T. Damato, (shop).  
 Tom Damato (Res.).  
 Ives & Patterson,  
 Delegado's Pharmacy,  
 Mrs. V. A. Strasburger,  
 C. D. Kenny Company,  
 M. H. Nooney,  
 Riverside Hospital,  
 The Balfe Company,  
 Park Hotel Company.

Wherefore, it is Considered, Ordered and Adjudged, that the respondent, the Home Telephone Company, has thereby incurred a penalty which is hereby fixed and imposed in the sum of \$1,000.00 (One Thousand Dollars) which it is required to pay promptly to the State Treasurer, according to law.

Done and Ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, this the 31st day of October, 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 529.

FILE NO. 3856.

BEFORE THE RAILROAD COMMISSIONERS OF  
 THE STATE OF FLORIDA.

IN THE MATTER OF ESTABLISHING FREIGHT  
 RATES ON CORN BETWEEN STATIONS ON THE  
 LOUISVILLE AND NASHVILLE RAILROAD COM-  
 PANY.

Pursuant to Notice No. 121, dated September 8, 1916, setting down the above mentioned matter for hearing at Tallahassee, Fla., on the 16th day of October, 1916, at 10 o'clock in the morning, which place of meeting was on the

27th day of September, 1916, changed to Marianna, Fla., this matter came on for hearing before the Railroad Commissioners on the 16th day of October, 1916, at Marianna, Fla., and then and there appeared the following:::

For Petitioners: James F. Phillips, J. E. Hull, W. H. Milton, H. C. Drummond, L. S. Pender, W. T. Sorrey, Thomas Matthews, C. C. Liddon, S. W. Hiatt and J. W. Russ.

For Louisville and Nashville Railroad Company: W. C. Dillard and J. G. Kerr, Jr., and after hearing the testimony of the witnesses the Commissioners took the said matter under advisement.

And now, on this day the said matter coming on for further consideration, and the Commissioners being fully advised in the premises, do find that the rates hereinafter prescribed are reasonable and proper.

Wherefore, it is considered, ordered and adjudged that the following schedule of freight rates upon corn from all stations on the Louisville and Nashville Railroad Company to Pensacola and to River Junction be allowed and prescribed for the use of the Louisville and Nashville Railroad Company:

10 miles and under.....	6c per 100 lbs.
50 miles and over 10 miles .....	8c per 100 lbs.
90 miles and over 50 miles .....	10c per 100 lbs.
165 miles and over 90 miles .....	12c per 100 lbs.

The foregoing rates are prescribed upon a basis of a carload minimum of 40,000 pounds. The rates hereby prescribed shall be effective on and after the 1st day of December, 1916.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 11th day of November, 1916.

R. HUDSON BURR, Chairman.

ORDER NO. 530.  
FILE NO. T-128.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF TELEPHONE FACILITIES  
AND RATES TO VALKARIA, GRANT AND MICCO.

Pursuant to Notice No. 124, dated October 24, 1916, this matter came on for hearing on the 31st day of October, 1916, before the Railroad Commissioners, at Tallahassee, Fla., and then and there appeared the following:

A. A. Buck, superintendent, and C. D. Provost, vice-president, of Brevard County Telephone Company. After hearing the testimony of witnesses, the Commissioners took the said matter under advisement.

And, now, on this day the said matter coming on for further consideration, and the Commissioners being fully advised in the premises, do find that residents of Valkaria, Grant and Micco, are reasonably entitled to the facilities and connections for telephonic communication hereinafter specified, and that service should be furnished upon the terms hereinafter set forth.

Wherefore, it is Considered, Ordered and Adjudged that the necessary poles, wires and other facilities, instrumentalities and equipment to furnish telephone service, shall be provided, erected and maintained from Melbourne to Valkaria, Grant and Micco, that the service furnished shall be an eight party line service by which not exceeding eight telephone stations shall be connected on one party line, for which service the Brevard County Telephone Company shall charge not to exceed the following rates:

From Valkaria and points north to Melbourne, residence phone contract for 12

months service .....\$20.00 per year



Business phone contract for 12 months service .....	24.00 per year
From Grant and points north to Valkaria, residence phone contract for 12 months' service .....	22.00 per year
Business phone contract for 12 months' service .....	27.60 per year
From Micco and points to Grant, resi- dence phone contract for 12 months' service .....	27.00 per year
Business phone contract for 12 months' service .....	33.00 per year

Where contract for service for a term of less than 12 months is made, the following rates shall apply:

Contract for 10 months shall be 10 per cent. above the rate for similar phone service based on a 12 months' contract.

Contract for 8 months shall be 20 per cent. above the rate for similar phone service based on a 12 months' contract. Contract for 6 months shall be 30 per cent. above the rate for similar phone service based on a 12 months' contract.

The Brevard County Telephone Company is required to provide the service above mentioned, at the rates above mentioned, and is authorized until further order of the Commission, to collect on each telephone a proportional part of the rate for three months in advance.

It is Further Ordered and Adjudged, that the necessary facilities shall be provided and the company ready to perform the services hereby required, not later than the 1st day of January, 1917.

Done and Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this the 11th day of November, 1916.

R. HUDSON BURR, Chairman.



ORDER NO. 531.

FILE NO. 3867.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION  
OF THE RULE 11 OF RULES GOVERNING THE  
TRANSPORTATION OF PASSENGERS.

This matter came on for hearing before the Railroad Commissioners of the State of Florida, at the Court House, in Gainesville, Fla., on the 21st day of September, 1916, and after hearing all who desired to be heard the Commissioners took the matter under advisement.

And, now, on this day the said matter came on for further and final consideration and the Commissioners being fully advised in the premises, find that the Seaboard Air Line Railway Company is not guilty of the violation of Rule 11, as charged.

Wherefore, it is Considered, Ordered and Adjudged by the said Railroad Commissioners that the said matter be, and the same is hereby dismissed.

Done and Ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, this the 29th day of November, A. D. 1916.

R. HUDSON BURR, Chairman.

ORDER NO. 532.

FILE NO. 2898.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF JOINT PASSENGER TERMINAL OR UNION DEPOT AT PERRY, FLA.

This matter came on for hearing before the Railroad Commissioners of the State of Florida in the court house

at Perry, Fla., on the 23d day of November, 1916, and after hearing all who desired to be heard the Commissioners took the matter under advisement.

And now, on this day the said matter came on for further and final consideration and the Commissioners, being fully advised in the premises, find that the conditions at Perry do not at present justify an order requiring the erection of a joint passenger terminal or union depot.

Wherefore, it is considered, ordered and adjudged by the said Railroad Commissioners that the said matter be, and the same is hereby, dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 29th day of November, A. D. 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 533.

FILE NO. 3774.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF CHANGE OF EXPRESS CLASSIFICATION ON FRUIT.

This matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in Tallahassee, Fla., on the 27th day of September, 1915, and, after hearing all who desired to be heard, the Commissioners took the matter under advisement.

And now, on this day the said matter came on for further and final consideration and the Commissioners, being fully advised in the premises, and the Southern Express Company having already put into effect a general revision

of classification, including a classification of fruit, for the State of Florida, which revised classification was approved by the Commissioners:

Wherefore, it is considered, ordered and adjudged by the said Railroad Commissioners that the said matter be, and the same is hereby, dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 29th day of November, A. D. 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 534.

FILE NO. 3812.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF ESTABLISHING JOINT STA-  
TION FACILITIES AT MATTOX.

Pursuant to Notice No. 98, dated the 11th day of December, 1915, setting down the above mentioned matter for hearing, at Tallahassee, Fla., on the 20th day of January, 1916, at 10 o'clock in the morning, this matter came on for hearing before the Railroad Commissioners at the time and place mentioned.

There appeared for the Seaboard Air Line Railway Company, H. W. Purvis, superintendent, and for the Atlantic Coast Line Railroad Company, J. C. Murchison, general superintendent, and after hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And, now, on this day the said matter came on for further and final consideration, and the Commissioners being fully advised in the premises, do find that the facili-

ties hereinafter mentioned are needed and that a joint freight and passenger depot of the dimensions hereinafter set forth should be erected at Mattox.

Wherefore, it is Considered, Ordered and Adjudged that you, the Seaboard Air Line Railway Company and the Atlantic Coast Line Railroad Company be, and you are hereby required to provide and erect at Mattox, Fla., a joint freight and passenger depot of the following dimensions:

Waiting room for white passengers to contain not less than 100 square feet of floor space.

Waiting room for colored passengers to contain not less than 100 square feet of floor space.

Freight ware-room to contain not less than 400 square feet of floor space.

It is further Considered, Ordered and Adjudged that work on said depot be commenced at once, and that the same be completed and ready for use on or before the 1st day of February, 1917.

Done and Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this the 9th day of December, A. D. 1916.

R. HUDSON BURR, Chairman.

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ORDER NO. 535.

FILE NO. 3844.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT AND STATION FACILITIES AT WEST APOPKA.

Pursuant to Notice No. 126, dated the 28th day of October, 1916, setting down the above mentioned matter for hearing at Tallahassee, Fla., on the 10th day of No-

vember, 1916, at 10 o'clock in the morning, this matter came on for hearing before the Railroad Commissioners at the time and place mentioned.

There appeared for the Tavares and Gulf Railroad Company, J. R. Peebles, general manager, and after hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And, now, on this day the said matter came on for further and final consideration, and the Commissioners being fully advised in the premises, do find that the facilities hereinafter mentioned are needed and that a combination freight and passenger depot of the dimensions hereinafter set forth, should be erected at West Apopka.

Wherefore, it is Considered, Ordered and Adjudged, that you, the Tavares and Gulf Railroad Company, be and you are hereby required to provide at West Apopka, Fla., a combination freight and passenger depot of the following dimensions:

Waiting room for white passengers to contain not less than 36 square feet of floor space.

Waiting room for colored passengers to contain not less than 36 square feet of floor space.

Freight ware-room to contain not less than 180 square feet of floor space.

It is further Considered, Ordered and Adjudged, that the work on said depot be commenced at once, and that the same be completed and ready for use on or before the 1st day of February, 1917.

Done and Ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, this the 11th day of December, A. D. 1916.

R. HUDSON BURR, Chairman.



ORDER NO. 536.

FILE NO. 3860.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF RATES ON LOGS, C.L., BE-  
TWEEN STATIONS ON THE SEABOARD AIR  
LINE RAILWAY IN THE STATE OF FLORIDA.

Pursuant to Notice No. 116, dated August 9, 1916, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the city of Tallahassee, on October 4, 1916, and then and there appeared the Seaboard Air Line Railway by Charles R. Capps, first vice president, and C. A. Carpenter, assistant general freight agent, and the Georgia-Florida Saw Mill Association by W. E. Gardner, traffic manager.

At said hearing the Seaboard Air Line Railway proposed the following tariff on logs, C.L., and asked that same be adopted in lieu of that company's rates on logs as carried in Florida Local Tariff No.2, R. R. No. 3097:

"Cypress, Gum and Pine Logs, 12 feet and over in length and 8 inches or more in diameter at small end, for manufacture and reshipment, the manufactured product to be reshipped via Seaboard Air Line Railway Company, carload minimum 3,500 feet:

Between points on the Seaboard Air Line Railway Company in the State of Florida, as per distances shown in I. C. C. No. A-3184, Circular No. N. W. 755 (Station List 2), Station Tariff File No. 4 (c), supplements thereto and reissues thereof.	In cents per 1,000 feet, Board Measure, by Doyle's Rule (See I. C. C. No. A-4376, Circular S. L. No. 1094). (See Note below).
<i>Distances</i>	
20 miles and under.....	235
30 miles and over 20 miles....	275
50 miles and over 30 miles....	315
70 miles and over 50 miles....	355
80 miles and over 70 miles....	395
90 miles and over 80 miles....	435
120 miles and over 90 miles....	475
140 miles and over 120 miles....	515
150 miles and over 140 miles....	555

NOTE: Rates include \$1.50 per car for stanchions, which amount will be refunded proper parties upon receipt of claim.

Governed, except as otherwise provided herein, by the Southern Classification No. 42, with exceptions as per Note 19, as assued by Agent W. R. Powe under his I. C. C. No. 21, Seaboard Air Line Railway Company's Tariff S. L. No. 1050, supplements thereto and reissues thereof.

After taking testimony of witness and hearing all who desired to be heard, the Commissioners took the matter under advisement.

And now, on this date the same matter coming on for

further and final consideration, and the Commissioners being fully advised in the premises, it is ordered that the following tariff on logs be prescribed for the use of the Seaboard Air Line Railway between stations on its line in Florida:

"Logs, except cedar logs, over 6 feet in length and 8 inches or more in diameter at small end, for local consumption, or for manufacture and reshipment, the manufactured product to be reshipped via Seaboard Air Line Railway Company, carload minimum 3,500 feet.

Between points on the Seaboard Air Line Railway in the State of Florida.	In cents per 1,000 feet, Board Measure, by Doyle's Rules of Measurement.
<i>Distances</i>	
20 miles and under .....	200
30 miles and over 20 miles....	240
50 miles and over 30 miles....	280
70 miles and over 50 miles....	320
80 miles and over 70 miles....	360
90 miles and over 80 miles....	400
120 miles and over 90 miles....	440
140 miles and over 120 miles....	480
150 miles and over 140 miles....	520

Governed by Florida Classification No. 4, supplements thereto or reissues thereof."

And it is further ordered that the rates herein prescribed shall become effective thirty days after the date of this order.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, the Capital, this 16th day of December, A. D. 1916.

R. HUDSON BURR, Chairman.

ORDER NO. 537.

FILE NO. 3738.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF TEMPORARY SUSPENSION OF  
CLASS P RATES.

Pursuant to Notice No. 131, dated Dec. 11, 1916, and addressed to the following railroad companies and common carriers doing business wholly or in part within the State of Florida:

Appalachicola Northern Railroad Company.

Atlantic & St. Andrews Bay Railroad Company.

Birmingham, Columbus & St. Andrews Railroad Company.

Florida, Alabama & Gulf Railroad Company.

Gulf, Florida & Alabama Railroad Company.

Live Oak, Perry & Gulf Railroad Company.

Ocklawaha Valley Railroad Company.

Pensacola, Mobile & New Orleans Railway Company.

Tampa & Jacksonville Railway Company.

South Georgia Railway Company.

This matter came on for consideration before the Railroad Commissioners of the State of Florida, at Tallahassee in the afternoon of December 20th, 1916, and then and there appeared the Apalachicola Northern Railroad, by L. J. Rowell, general freight agent; the Atlanta and St. Andrews Bay Railroad Company, by W. M. Carr, chief traffic clerk; the Ocklawaha Valley Railroad Company, by J. D. McDonald, commercial agent; the Live Oak, Perry and Gulf Railroad Company, by R. P. Hopkins, freight traffic manager; the Gulf, Florida and Alabama Railroad Company, by G. C. Willings, general traffic manager, and the Georgia-Florida Saw Mill Association, By W. E. Gardner,

traffic manager, and after a full hearing of all who desired to be heard, the Commissioners took the matter under advisement.

And, now, on this day the said matter coming on for further consideration, the Railroad Commissioners, being advised in the premises, do find that business conditions of the several carriers named in the aforesaid Notice No. 131, and conditions of traffic generally, warrant the further suspension of the class P rates fixed and prescribed by Order No. 431, dated February 16, 1914, as to such carriers, except the Live Oak, Perry and Gulf Railroad Company, and that higher class P rates than are prescribed by said Order No. 431 should be temporarily allowed such carriers with the exception of the Live Oak, Perry and Gulf Railroad Company. The financial reports of that Company to the Commission show that they no longer need relief from the rates carried in Order No. 431.

It is therefore Ordered and Adjudged that, as to the railroad companies and common carriers named in said Notice No. 131, the class P rates fixed by Order No. 431, aforesaid, are further suspended to and including December 31st, 1917, except as to the Live Oak, Perry and Gulf Railroad Company, and the said railroad companies and common carriers named in said Notice No. 131, except the Live Oak, Perry and Gulf Railroad Company, are authorized and allowed to continue in force during said period, the class P rates which were in force and effect on said railroads and common carriers on the date that said Order No. 431 became effective.

It is further Ordered that, after the 31st day of December, 1917, this Order shall cease to be operative and the rates prescribed by Order No. 431 shall, on the 1st day



of January, 1918, without further order become of full force and effect upon the lines of the railroad companies and common carriers herein involved.

Done and Ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, this 28th, day of December, 1916.

N. A. BLITCH, Acting Chairman.

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ORDER NO. 538.

FILE NO. 3827.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT AND STATION FACIL-  
ITIES AT ST. CLAIR, FLA.

Pursuant to Notice No. 129, dated December 9th, 1916, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 20th day of December, 1916, and the East and West Coast Railway having filed a request for extension of time for the construction of the depot, but not otherwise answering the notice or entering any appearance at the hearing, the Railroad Commissioners took the matter under advisement.

And, now, on this day, the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, do find that the East and West Coast Railway failed to file any defense in writing under oath to the charge in this matter, but filed a request not under oath, asking for an extension of time for the construction of the depot but setting forth no valid reason why such extension should be granted.

It is therefore Considered, Ordered and Adjudged by the Railroad Commissioners of the State of Florida, that

the said East and West Coast Railway has been guilty, as charged, of violating Order No. 523, in the above entitled matter, and has thereby incurred a penalty for such violation, which is hereby fixed and imposed in the sum of One Hundred Dollars (\$100.00), which the said East and West Coast Railway is required to pay promptly to the State treasurer, as provided by law.

Done and Ordered by the Railroad Commissioners of the State of Florida, in session at their office, in the City of Tallahassee, this the 3rd day of January, 1917.

R. HUDSON BURR, Chairman.

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ORDER NO. 539.

FILE NO. 3808.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A COMBI-  
NATION FREIGHT AND PASSENGER DEPOT  
AND FACILITIES AT PINE LEVEL, FLA.

Pursuant to Notice No. 130, dated December 9, 1916, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the city of Tallahassee, on the 20th day of December, 1916, and the East and West Coast Railway having filed an unsworn answer, but not otherwise appearing at the hearing, the Railroad Commissioners took the matter under advisement.

And now, on this day the said matter came on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, do find that the answer of the East and West Coast Railway is insufficient both in form and substance as a defense to the charge in this matter.

It is ,therefore, considered, ordered and adjudged by the Railroad Commissioners of the State of Florida, that the said East and West Coast Railway has been guilty as charged of violating Order No. 522 in the above entitled matter and has thereby incurred a penalty for such violation, which is hereby fixed and imposed in the sum of one hundred dollars (\$100.00), which the said East and West Coast Railway is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 3d day of January, 1917.

R. HUDSON BURR, Chairman.

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ORDER NO. 540.

FILE NO. 2410.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF JOINT PASSENGER TERMINAL OR UNION DEPOT AT GAINESVILLE, FLA.

After due and lawful notice to the Atlantic Coast Line Railroad Company, Seaboard Air Line Railway Company, and Tampa and Jacksonville Railway Company, this matter came on for hearing before the Railroad Commissioners of the State of Florida at the court house in Gainesville, Fla., at 9 o'clock in the morning, on the 24th day of November, 1916, for the purpose of hearing and considering whether or not the above mentioned railroads and railroad companies, or any two of them, ought to be required to join in erecting, operating and maintaining a joint passenger terminal or union depot at Gainesville, Fla., and to consider and determine the size, dimensions

and arrangements of such joint passenger terminal or union depot, and with what conveniences and facilities the same ought to be equipped, and to consider and determine such other matters as might arise in the premises. And then and there appeared the following:

Atlantic Coast Line Railroad Company by J. C. Murchison, general superintendent, and H. O. McArthur, superintendent; Seaboard Air Line Railway Company by O. R. Teague, superintendent; Tampa and Jacksonville Railway Company by H. W. Waits, general superintendent, and G. F. Allen.

The following individuals appeared in opposition to the petition for union depot: B. M. Tench, W. S. Broome and T. B. Stringfellow.

W. B. Taylor appeared for the petitioners and H. R. Roberts appeared on behalf of the local United Commercial Travelers, in favor of the petition. And after taking evidence and hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now, on this day the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, do find that the condition of the Tampa and Jacksonville Railway Company is such that it ought not to be required to join in the erection of a joint passenger terminal or union depot, but that conditions at Gainesville require the erection of a joint passenger terminal or union depot by the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway Company.

Therefore, it is considered, ordered and adjudged that the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway Company shall erect, operate and maintain a joint passenger terminal or union depot in the city of Gainesville, Fla., of the following dimensions and with the following conveniences and facilities, to-wit:

A waiting room for white passengers containing not less than 1,400 square feet of floor space, with a ladies'



rest room connected thereto containing not less than 165 square feet of floor space, and a toilet room of not less than 50 square feet of floor space. Also a smoking room for men connected with the said waiting room and containing not less than 185 square feet of floor space, with a toilet room to contain not less than 50 square feet of floor space.

A waiting room for colored passengers containing not less than 900 square feet of floor space, with closet facilities for men of not less than 100 square feet of floor space and the same for women of not less than 100 square feet of floor space.

A suitable and sufficient baggage room, with approaches and platforms of suitable material.

A canopy or umbrella shed, which shall be joined to the depot and shall extend along the track of each road for a distance of 250 feet, for the comfort, convenience and protection of passengers entraining or detraining. If the track of both roads enter the joint passenger terminal or union depot parallel to each other and sufficiently close together that one umbrella shed 250 feet in length can be used by passengers from both roads, this will be allowed and only one shed need be provided.

It is further ordered that the said joint passenger terminal or union depot shall be provided with suitable walkways and approaches, and that the depot and all approaches thereto shall be adequately lighted by electric lights or other lights of equal power and efficiency.

It is further ordered that the said Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway Company shall submit ground plans for such joint passenger terminal or union depot to the Railroad Commissioners on or before the 1st day of February, 1917, and that they shall begin the construction and erection of said joint passenger terminal or union depot on or before the 15th day of March, 1917, and that the same shall be completed and ready for use within four months thereafter.



It is further ordered that the Tampa and Jacksonville Railway Company has the consent of the Railroad Commissioners to join in the erection of such joint passenger terminal or union depot, if it can provide means therefor and desires so to do; but the privilege hereby extended to the Tampa and Jacksonville Railway Company shall in no way delay or interfere with the execution of this order by the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway Company.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the city of Tallahassee, this the 5th day of January, 1917.

R. HUDSON BURR, Chairman.

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ORDER, NO. 541.

FILE NO. 3740.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT ST.  
CLOUD.

Whereas, on petition of the citizens of St. Cloud, and after hearing thereon, Order No. 481 was made and entered by the Railroad Commissioners of the State of Florida, on the 16th day of April, 1915, by which it was ordered that the Atlantic Coast Line Railroad Company provide and erect adequate station facilities at St. Cloud for both passengers and freight, and

Whereas, the Supreme Court of Florida annulled said Order on the ground that it contemplated a wooden structure while the ordinances of said town forbade the erection of any building within certain limits including the proposed site of said station that was not made of fire-

proof material, and the Commissioners had not taken into consideration the additional cost to the railroad company of providing the fireproof material, and

Whereas, on the 16th day of December, 1916, a hearing was had in the matter of a passenger station at St. Cloud, and it appeared at the said hearing that ordinances of the said town forbade the removal from one place to another within the fire limits of a wooden building, making it impossible to utilize the present station for freight purposes, and

Whereas, on the 19th day of December, 1916, notice was duly issued by the Railroad Commissioners of the State of Florida to the Atlantic Coast Line Railroad Company for a further hearing to be held on the 3rd day of January, 1917, to consider and determine whether or not they ought to make a further order requiring the erection of a station or depot at St. Cloud, and whether or not if such order was made such station should be a combination freight and passenger station and to determine the location thereof, and

Whereas, pursuant to such notice the aforesaid matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in Tallahassee, Fla., at 10 o'clock in the morning, on the 3rd day of January, 1917, and then and there appeared the Atlantic Coast Line Railroad Company by W. E. Kay, assistant general counsel, and J. C. Murchison, general superintendent, and L. D. Frost appeared for the town of St. Cloud and its citizens; and after taking testimony and hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And, now, on this day the said matter coming on for further and final consideration, the Railroad Commissioners being fully advised in the premises, do find from the evidence that the volume of business done at St. Cloud and the income to the Atlantic Coast Line Railroad Company therefrom, fully justifies the erection of a combina-

tion freight and passenger station or depot of the dimensions and conveniences hereinafter specified, and the Atlantic Coast Line Railroad Company admitting the necessity for such or similar depot and facilities; and it being further found from the evidence that the additional cost to the Railroad Company to construct the proposed depot of brick or some other fireproof material, in accordance with the ordinance of the town of St. Cloud, is not so burdensome to the railroad company as to make it unjust or unreasonable to require its construction, in view of the income to the railroad company from the business of St. Cloud and the public necessity for the depot and facilities; and the location of the existing depot at St. Cloud at the intersection of the track of the Atlantic Coast Line Railroad Company with New York Avenue being agreed upon as the proper location for the depot in St. Cloud.

Therefore, it is Considered, Ordered and Adjudged that you, the Atlantic Coast Line Railroad Company, be and are hereby required to provide and erect at the intersection of your track with New York Avenue in the town of St. Cloud, Fla., a combination freight and passenger depot of the following dimensions:

Waiting room for white passengers to contain not less than 775 square feet of floor space, and adjoining thereto a ladies' rest room with floor space of not less than 6 feet 6 inches by 10 feet, and a ladies' toilet room to be entered from the rest room, with floor space of not less than 4 feet 6 inches by 10 feet. Also, a men's smoking room with floor space of not less than 6 feet 6 inches by 10 feet, and a men's toilet room, to be entered from the smoking room, with floor space of not less than 4 feet 6 inches by 10 feet.

Waiting room for colored passengers to contain not less than 285 square feet of floor space, and adjoining thereto a toilet room for women with floor space of not less than

4 feet 6 inches by 10 feet, and a toilet room for men, with floor space of not less than 4 feet 6 inches by 10 inches.

Also, a ticket window for both white and colored passengers as provided by law. Freight ware-room to contain not less than 1856 square feet of floor space, and a covered shed on the end of the said building with not less than 612 square feet of floor space, and a platform adjacent to and along the side of the ware-room to contain not less than 760 square feet of floor space.

A suitable and sufficient room for the proper handling, storage and care of baggage.

It is further Ordered that between the offices of the passenger part of the depot and the freight ware-room there shall be an open passage-way under the main roof of the building 16 feet in width.

It is further Ordered that the said depot shall be provided with suitable walkways and approaches, and that the same, together with waiting rooms and other facilities provided for passengers, shall be adequately lighted.

It is further Ordered that ground plans of the above described depot be submitted to the Railroad Commissioners for their inspection and approval on or before the 22d day of January, 1917, and that the said depot and facilities be commenced on or before the 1st day of March, 1917, and that the said depot and facilities be completed and this order fully complied with on or before the 1st day of June, 1917.

Done and Ordered by the Railroad Commissioners of the State of Florida in open session, at their office in the City of Tallahassee, this the 5th day of January, 1917.

R. HUDSON BURR, Chairman.



ORDER NO. 542.  
FILE NO. 2988.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF UNION PASSENGER DEPOT  
AT OCALA.

Pursuant to Notice No. 125, the above mentioned matter came on for further consideration by the Railroad Commissioners on the 10th day of November, 1916, at their office in the City of Tallahassee, Fla. There were present at said time and place, L. N. Green, attorney for the Seaboard Air Line Railway Company, and J. C. Murchison, general superintendent of the Atlantic Coast Line Railroad Company. Evidence was introduced showing the difficulties encountered by the railroad companies herein-after named, in securing a satisfactory site for the proposed union depot and the necessary delay in clearing the title to the site selected.

Now, therefore, in consideration of the premises, it is Ordered and Adjudged that Order No. 470 and Order No. 498, heretofore made in the above entitled matter, be and the same are amended and modified in this, to-wit:

That the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway Company having already begun the construction and erection of a joint passenger station or union depot at Ocala, Fla., the same shall be completed and ready for use on or before the 1st day of May, 1917, and in no other respect whatsoever are said Orders Nos. 470 and 498 altered or amended, but the same shall continue in full force and effect.

Done and Ordered by the Railroad Commissioners of the State of Florida in open session at their office in the City of Tallahassee, this the 22d day of January, A. D. 1917.

R. HUDSON BURR, Chairman.



ORDER NO. 543.

FILE NO. 3846.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT AND STATION FACIL-  
ITIES AT MILTON.

Pursuant to Notice No. 134, dated January 5th, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at the court house in Milton, Fla., on the 19th day of January, 1917, and then and there appeared the Louisville and Nashville Railroad Company by E. O. Saltmarsh, superintendent, C. H. Blackmann, assistant engineer, J. D. Yonge, attorney, C. H. Mann, district manager, W. T. Duncan, superintendent of building and bridges; for petitioners, E. A. Gardner, W. T. Monroe, D. R. Reed, J. H. Collins, Z. V. Johnson and W. W. Clark; and after hearing the testimony of witnesses, and all who desired to be heard, the Commissioners took the said matter under advisement.

And, now, on this day the said matter came on for further and final consideration, and the Commissioners being fully advised in the premises, do find that the facilities and improvements hereinafter mentioned should be provided for the depot at Milton.

It is therefore Considered, Ordered and Adjudged by the Railroad Commissioners of the State of Florida that the Louisville and Nashville Railroad Company provide and make the following additions, alterations, improvements and facilities to and for its depot at Milton, Fla.:

Provide toilet facilities for men in the general waiting room, provide toilet facilities for women in the waiting room north of and adjacent to the general waiting room.

Provide toilet facilities for both sexes in the waiting room for colored people.

Remove the depot back from the railroad track in a northerly direction a sufficient distance to allow for the erection of a shed for the comfort and protection of passengers entraining and detraining, and erect a shed with a flat roof known as a "butterfly shed," 15 feet in width and 250 feet long, between the depot and the main line of the railroad track, and provide a platform or walk of concrete or other material equally as good, 350 feet long, running underneath the shed and between the main line track and the business or side track, and also, a platform or sidewalk around the south, east and north sides of the depot, adjacent to that part of the depot used for passenger and baggage rooms.

And it is further Ordered that the Louisville and Nashville Railroad Company shall begin the construction and erection of the additions, alterations, improvements and facilities aforesaid, on or before the 20th day of March, 1917, and that the same shall be completed and ready for use on or before the 20th day of May, 1917.

And it is further Ordered that the plans for said additions, alterations, etc., shall be submitted to the said Railroad Commissioners on or before the 20th day of February, 1917.

Done and Ordered by the Railroad Commissioners in session at their office in the City of Tallahassee, the Capital, this 24th day of January, A. D. 1917.

R. HUDSON BURR, Chairman.

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ORDER NO. 544.

FILE NO. T-178.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF TELEPHONE EXCHANGE  
RADIUS AT PENSACOLA.

Pursuant to Notice No. 128, dated November 29th, 1916.

this matter came on for hearing before the Railroad Commissioners of the State of Florida at the Chamber of Commerce rooms in Pensacola, Fla., on the 18th day of January, 1917, and then and there appeared the Southern Bell Telephone Company by J. R. Brown, first vice-president, Hunt Chipley, general counsel, F. B. Carter, local counsel, David Laird, division general manager, J. T. Peele, district manager, C. J. Hollditch, general auditor, and George J. Yundt, chief Engineer—there also appeared for the citizens of Pensacola the following: James F. Phillips, secretary of the Chamber of Commerce of Pensacola, R. B. Sanders and J. M. Johnson, and after hearing the testimony of witnesses and all others who desired to be heard, the Commissioners took the said matter under advisement.

And, now, on this day the said matter came on for further and final consideration, and the Commissioners being fully advised in the premises do find that the exchange area limits of the telephone district of the City of Pensacola should be made to conform to the corporate limits of said city, and that all rural rates to subscribers outside the corporate limits of said city, previously working on a mileage basis from the former exchange area limits as a base, should be changed to work from the corporate limits as a base; that the two party residence rate within the exchange area above mentioned should be reduced from \$2.25 per month to \$2.00 per month; that the four party residence rate within the exchange area above mentioned should be reduced from \$1.75 per month to \$1.50 per month; that the practice of discounting bill when paid by the 10th of each month or quarterly, or annually, in advance should be discontinued; that, without passing upon the reasonableness of the schedule of rates previously effective, the rates hereafter charged should not exceed the rates previously effective less the discounts hereby disapproved; that all bills for telephone rentals should be

paid by the 10th of the current month and the telephone company should be allowed to disconnect any subscriber not paying by that time.

It is ,therefore, Considered, Ordered and Adjudged by the Railroad Commissioners of the State of Florida, that the exchange area limits of the telephone district of the City of Pensacola should be and the same is hereby made to conform to the corporate limits of said city; that all rural rates to subscribers outside the corporate limits of said city previously working on a mileage basis from the former exchange area limits as a base, should be and the same are hereby changed to work from the corporate limits as a base; that the two party and four party residence rate within the exchange area was found by comparison with rates for similar service in other cities to be too high, and by agreement with the telephone company the two party rates are hereby reduced from \$2.25 per month to \$2.00 per month, and the four party rates are hereby reduced from \$1.75 per month to \$1.50 per month; that the practice of discounting bills when paid by the 10th of each month or quarterly or annually in advance should be and the same is hereby discontinued, and the rates hereafter charged shall not exceed the rates previously affective, less the discount hereby disapproved, and all telephone rentals shall be payable monthly in advance and the telephone company is allowed to disconnect from and discontinue service to any subscriber who shall fail to pay his bill for telephone rentals by the 10th day of the month for which the same is due.

It is 'further Ordered that this order shall be effective on and after the first day of February, 1917.

Done and Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, the Capital, this 29th day of January, A. D. 1917.

R. HUDSON BURR, Chairman.

ORDER NO. 545.

FILE NO. 3866.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF AGENCY AND STATION SER-  
VICE AT JASPER, FLA.

This matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in Tallahassee, Fla., on the 30th day of January, 1917, and it being made to appear to the Commissioners that the Georgia Southern and Florida Railway Company had provided greater and more efficient agency and station service at Jasper, Fla., to the satisfaction of the parties making complaint: :

It is, therefore, considered, ordered and adjudged by the said Railroad Commissioners that the said matter be, and the same is hereby, dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 3d day of February, A. D. 1917.

R. HUDSON BURR, Chairman.

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ORDER NO. 546.

FILE NO. 2621.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT AND STATION FACIL-  
ITIES AT YULEE, FLA.

Pursuant to Notice No. 115, dated the 1st day of August, 1916, setting down the above mentioned matter for



hearing at the Board of Trade rooms in Jacksonville, Fla., on the 29th day of August, 1916, this matter came on for hearing at the time and place mentioned.

There appeared for the Seaboard Air Line Railway Company H. W. Purvis, superintendent, and after hearing all who desired to be heard the Commissioners took the said matter under advisement.

And now, on this day the said matter came on for further and final consideration, and the Commissioners being fully advised in the premises, do find that the facilities hereinafter mentioned are needed and that a combination freight and passenger depot of the dimensions hereinafter set forth should be erected at Yulee.

Wherefore, it is considered, ordered and adjudged that you, the Seaboard Air Line Railway, be, and you are hereby, required to provide at Yulee, Fla., a combination freight and passenger depot of the following dimensions:

Waiting room for white passengers to contain not less than 150 square feet of floor space.

Waiting room for colored passengers to contain not less than 150 square feet of floor space.

Freight ware-room to contain not less than 480 square feet of floor space.

Same to be built according to the plans and specifications of the Seaboard Air Line Railway Company's No. 3 depot.

It is further considered, ordered and adjudged that the work on said depot be commenced not later than the 1st day of July, 1917, and that the same shall be completed and ready for use on or before the 1st day of October thereafter.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 5th day of February, A. D. 1917.

R. HUDSON BURR, Chairman.

ORDER NO. 547.

FILE NO. 3842.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION  
OF RULE NO. 8.

Pursuant to Notice No. 105, dated the 26th of April, 1916, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the city of Tallahassee, on the 8th day of May, 1916, and then and there appeared the Tampa and Gulf Coast Railroad Company by James W. Booth, its general freight agent, and the Georgia-Florida Saw Mill Association appeared by G. A. Cartwright, its traffic manager. The Tampa and Gulf Coast Railroad Company failed to file any defense in writing as required by Section 2908 of the General Statutes of the State of Florida, as amended in 1913. After hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now, on this day the said matter came on for further and final consideration, and the Commission being fully advised in the premises, do find from the evidence that the Tampa and Gulf Coast Railroad Company has violated and disregarded Rule 8 of the general rules adopted and promulgated by the Railroad Commissioners of Florida, which said rule is as follows::

"8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty."

In that it, the said Tampa and Gulf Coast Railroad Company, did not furnish to the said Railroad Commissioners on demand the papers in its possession pertaining to claims No. 3809, No. 4351 and No. 4370 of the Georgia-Florida Saw Mill Association for overcharges on shipments of lumber.

It is, therefore, considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the said Tampa and Gulf Railroad Company has been guilty as charged of violating Rule No. 8 and has thereby incurred a penalty for such violation, which is hereby fixed and imposed in the sum of three hundred dollars (\$300.00), which the said Tampa and Gulf Coast Railroad Company is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in Tallahassee, the Capital, this the 9th day of February, A. D. 1917.

R. HUDSON BURR, Chairman.

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ORDER NO. 548.

FILE NO. 3640.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE AMENDMENT OF RULE  
NO. 6 OF "GENERAL RULES" AND RULE NO. 19  
OF "RULES GOVERNING THE TRANSPORTA-  
TION OF FREIGHT."

Pursuant to Notice No. 111, dated the 30th day of June, 1916, the Railroad Commissioners of the State of Florida, were in session at their office on the first day of August, 1916, at 10 o'clock in the morning, and then and there took under consideration the matter of the amendment of

Rule 6, of "General Rules" and Rule 19, of "Rules Governing the Transportation of Freight," and then and there appeared the following:

T. M. True, general freight agent, Apalachicola Northern Railroad Company; R. P. Hopkins, traffic manager Live Oak, Perry and Gulf Railroad Company; W. C. Dillard, division freight agent Louisville and Nashville Railroad Company; C. A. Carpenter, assistant general freight agent Seaboard Air Line Railway Company; C. B. McCall, general freight agent Charlotte Harbor and Northern Railway; Chas. R. Capps, first vice-president Seaboard Air Line Railway Company; H. M. Brockell, auditor Favorite Line of Steamers, and all who desired were fully heard and thereupon the said matter was taken under advisement.

And, now, on this day the said matter coming on for further consideration, and the Railroad Commissioners being fully advised in the premises, do find that said Rules should be amended so as to read as hereinafter set forth.

Wherefore, it is Considered, Ordered and Adjudged by the Railroad Commissioners of the State of Florida, that Rule 6 of the General Rules heretofore adopted and promulgated by them, be and the same is hereby amended so as to read as follows:

"6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route, and any route lying wholly within this State, or from one point to another point within this State over the high seas by which the initial movement of such shipment can be made over the line of such receiving carrier, and by which such shipment will be delivered promptly and safely, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over



which the lowest charges for transportation apply. This Rule shall not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely delivered, and provided further that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State over which the lowest charges for the transportation apply."

It is further considered, Ordered and Adjudged by the Railroad Commissioners of the State of Florida that Rule 19, of Rules Governing the Transportation of Freight, heretofore adopted and promulgated by them, be and the same is hereby amended so as to read as follows:

"19. On intrastate shipments of freight passing over two or more lines, and not governed by Rule 1, no common carrier which is a party to the haul shall charge or receive for its services in connection with such shipment more than its maximum rate for the distance hauled by it, less ten percent, when the entire haul is over two lines, nor more than its maximum rate less twenty percent, when the entire haul is over three or more lines, nor in any instance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected, or received by any such common carrier as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them."

It is further Considered, Ordered and Adjudged that the amended rules, as herein adopted and prescribed, shall take effect on the first day of April, 1917.

Done and Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this the 22d day of February, A. D. 1917.

R. HUDSON BURR, Chairman.



## **RULES AND REGULATIONS.**

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**For the Government of the Transportation of  
Persons and Property by Common Carriers  
in Florida, as Revised to  
Date.**

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RAILROAD COMMISSION,  
STATE OF FLORIDA,  
TALLAHASSEE, FLA., MARCH 1, 1917.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting herewith being hereby repealed.

R HUDSON BURR, *Chairman*;

NEWTON A. BLITCH,

ROYAL C. DUNN,

Commissioners.

J. WILL YON, Secretary.

## SECTION 1—GENERAL RULES.

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### COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

### MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, the branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the constructions of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the general manager (if there be one) or superintendent or other principal officer in

charge, and the treasurer or auditor; the annual reports to be verified by the affidavits of the president, superintendent or general manager, and auditor or treasurer.

#### SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, draw-backs or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

#### POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of the said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

#### RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

## BASIS OF COMPUTING RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route, and any route lying wholly within this State, or from one point to another point within this State over the high seas by which the initial movement of such shipment can be made over the line of such receiving carrier, and by which such shipment will be delivered safely and promptly, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over which the lowest charges for transportation apply. This rule shall not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely delivered; and provided further, that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State over which the lowest charges for the transportation apply.

## INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage, or warfage charges without first submitting the proposed increased rate or rates, demurrage, storage or warfage charges to the Railroad Commissioners and receiving their approval.

**BOOKS AND PAPERS TO BE FURNISHED.**

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

**TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.**

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

**RIGHT TO MODIFY OR SUSPEND RULES**

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

**RULES, HOW NOT TO BE CONSTRUED.**

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such require-



ments shall not be construed to be so absolute, as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

### RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or freight train, that may occur on its line in this State, giving as nearly as possible the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employes, or others.

All other accidents, wrecks, derailments and explosions which occur on the line of any common carrier shall be reported by such carrier within five days after the occurrence, and such report shall contain a full written statement, giving the full details of the cause of the wreck, the extent of damage to equipment and track, and the number of persons killed or wounded.

This Rule shall not apply to simple derailments of freight cars, or yard engines, when switching or shifting in yards, except when some person is killed or injured in which case a report shall be made as in other cases.

### CARRIERS SHALL POST NOTICES OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

**CARRIERS MUST REPORT FREE PASSES.**

14. Every common carrier shall report on or before the 15th day of each calendar month a certified list showing for the calendar month last preceding all passes, tickets, or mileage books issued free, or for other than actual bona-fide money consideration at full established rates, together with the names of the recipients thereof, the reasons for issuing the same, the points of origin and destination, and the amounts received therefor, or the consideration thereof.

**CARRIERS SHALL MAKE REFUND OF  
OVERCHARGES.**

15. Every charge for transportation made by any common carrier in excess of the rates or fares prescribed by the Railroad Commissioners for such services, including overcharges due to misrouting by the carrier, will be deemed and treated as a violation or disregard of such prescribed rates, or of the schedule, ruling or regulation fixing such rates or fares, unless within three months after the collection by the carrier of such excessive charge, the carrier shall refund the excessive amount so collected, whether a claim be made for such amount or not. Demanding excessive charges and refusing to deliver freight until the same shall be paid will be likewise construed. This Rule shall not apply to those cases where, for any reason, an examination of the records of the carrier fails to reveal the fact that the excessive charge has been made.

## SECTION 2 — RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

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### BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

### LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

### MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

### COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in 2 1-2 or over may be counted as 5, and sums less than 2 1-2 as 0. For example, for 42 1-2 cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

### FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger

tickets, or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

#### POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

#### COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger

fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

**RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.**

9. All railroad and terminal companies are required at all their regular agency stations:

- (1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.
- (2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.
- (3). To keep the waiting rooms in a clean and sanitary condition.
- (4) To keep a sufficient supply of good drinking water for the traveling public.

**RAILROAD SHALL OPERATE A SUFFICIENT  
NUMBER OF COACHES.**

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.



## COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars, are required :

- (1) To heat them whenever necessary for the comfort of the passengers.
- (2) To light them sufficiently after dark.
- (3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise, and said cups may be furnished free or, at the option of the carrier, a charge of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.
- (4) To keep them in a clean and sanitary condition.
- (5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section; but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors, in their respective cars, to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

**RAILROADS CAN NOT DISCONTINUE PASSENGER  
TRAINS WITHOUT PERMISSION.**

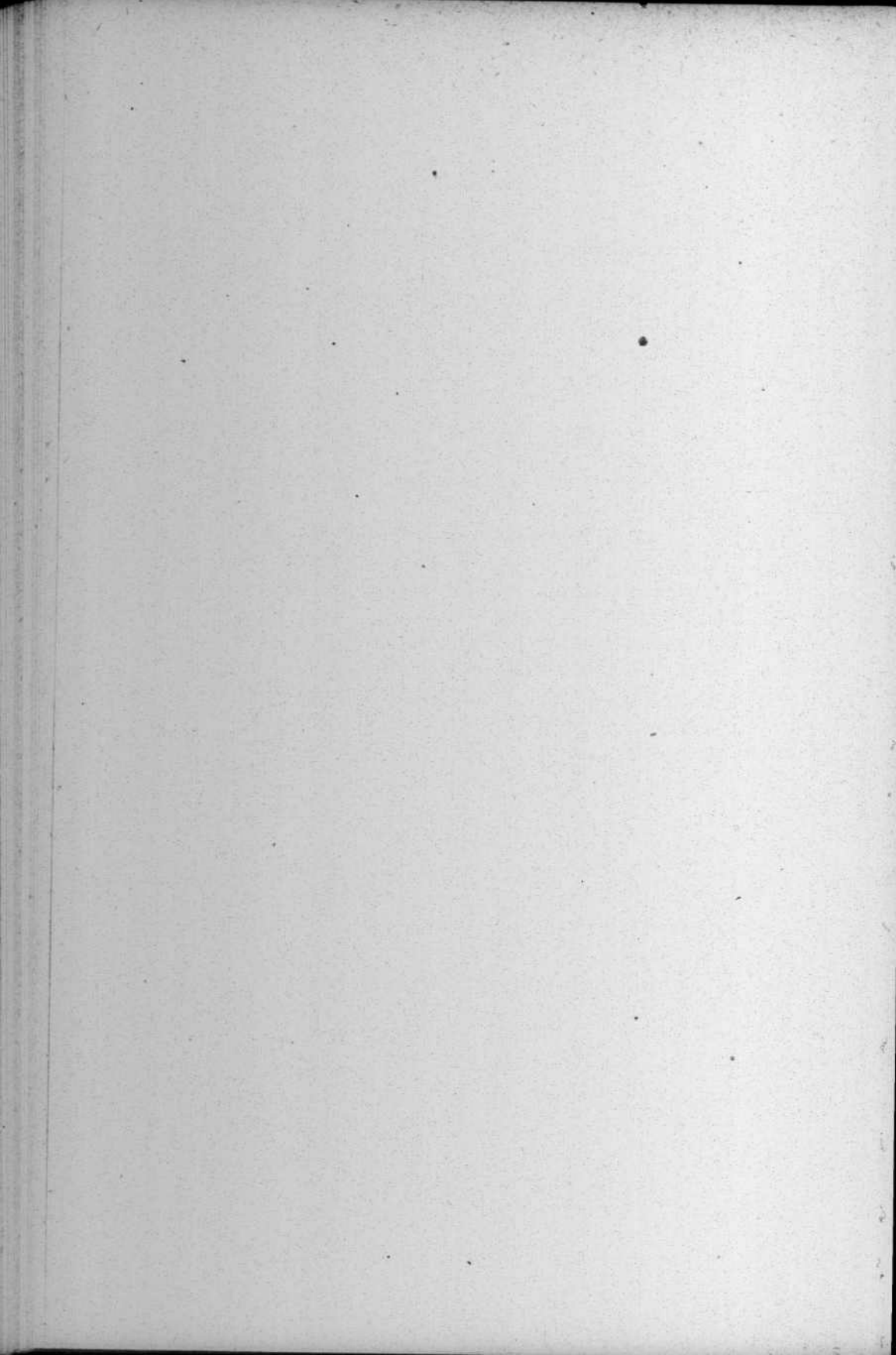
12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may, in their discretion, shorten the time of application for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

**TRAINS CARRYING PASSENGERS MUST STOP AT  
REGULAR STOPS.**

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.



## **SECTION 3 — RULES GOVERNING THE TRANSPORTATION OF FREIGHT.**

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### **CONNECTING RAILROADS UNDER SAME MAN- AGEMENT.**

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

### **MAXIMUM RATES MAY BE REDUCED.**

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt

less freight rates for one station they shall make a reduction of the same per cent at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, droughts, storms or other exigencies.

#### NO COMMON CARRIER SHALL REFUSE TO ACT AS SUCH.

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. This term common carrier is used in this rule in the sense defined in the statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners.

#### COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.



### RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes, and in separate packages, the charge shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided, the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

### FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

7. Rescinded.

### SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.

### CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.

2,000 pounds and under 3,000, \$3.00 for extra handling.

3,000 pounds and under 4,000, \$5.00 for extra handling.

4,000 pounds and under 5,000, \$7.00 for extra handling.  
5,000 pounds and under 6,000, \$8.00 for extra handling.  
6,000 pounds and under 7,000, \$10.00 for extra handling.  
Over 7,000 pounds, subject to special contract.

#### CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for if in excess of such carload minimum. When, however, article shipped as above are in Classes N, O or P, the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

## FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scraps, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphat of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

## L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

## ESTIMATED WEIGHTS.

13. All articles will be charged at GROSS WEIGHT, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight such estimated weight will apply. When the actual weight of the articles named below *can not be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article—	Weight.
Cement, Portland, per barrel.....	400 pounds
Cement, except Portland, per barrel.....	300 pounds
Clay, per cubic yard.....	3,000 pounds
Coal, per bushel .....	80 pounds

Coke, per bushel .....	40 pounds
Gravel, per cubic yard.....	3,200 pounds
Laths, green, per 1,000 .....	700 pounds
Laths, seasoned, per 1,000 .....	550 pounds
Lime, Rockland, per barrel.....	230 pounds
Lime, other than Rockland, per barrel....	210 pounds
Lime, per bushel .....	80 pounds
Lumber, ash or black walnut, green, per 1,000 feet .....	4,500 pounds
Lumber, ash or black walnut, seasoned, per 1,000 feet .....	4,000 pounds
Lumber, elm, hickory or oak, green, per 1,000 feet .....	6,000 pounds
Lumber, elm, hickory or oak, seasoned, per 1,000 feet .....	4,500 pounds
Lumber, white pine or poplar, green, per 1,000 feet .....	4,000 pounds
Lumber, white pine or poplar, seasoned, per 1,000 feet .....	3,000 pounds
Lumber—Yellow Pine, rough:	
Boards under 2-in., green, per 1,000 feet...	5,500 pounds
Boards under 2-in., seasoned, per 1,000 feet	4,250 pounds
Framing, 2x4 to 4x8, green, per 1,000 feet..	5,000 pounds
Framing, 2x4 to 4x8, seasoned, per 1,000 ft.	4,000 pounds
Timbers, 6x6 and up, green, per 1,000 feet—	4,500 pounds
Lumber—Dressed, per 1,000 feet: Cypress, gum, poplar and yellow pine, viz.:	
Bevel siding, from 1-in. stock, seasoned...	1,100 pounds
Bevel siding, from 5.4-in. stock, seasoned..	1,500 pounds
Ceiling, 5-16-in. net, 3¼-in. face, seasoned..	1,100 pounds
Ceiling, 7-16-in. net, 3¾-in. face, seasoned.	1,400 pounds
Ceiling, 9-16-in. net, 3¼-in. face, seasoned.	1,600 pounds
Ceiling, 11-16-in. net, 3¼-in. face, seasoned	2,000 pounds
Ceiling or partition, ⅝-in. net, seasoned...	1,700 pounds
Ceiling or partition, ¾-in. net, seasoned...	2,100 pounds
Drop siding, seasoned .....	2,250 pounds

Finish, 1x4-in. and up, dressed four sides, seasoned .....	2,850 pounds
Flooring, 13-16-in. and 2 $\frac{1}{4}$ and 3 $\frac{1}{4}$ face, seasoned .....	2,250 pounds
Flooring, 13-16-in., 2 $\frac{1}{2}$ , 3 $\frac{1}{2}$ and 5 $\frac{1}{4}$ face, seasoned .....	2,400 pounds
N. O. S., seasoned .....	3,000 pounds
N. O. S., green .....	4,000 pounds
Lumber, N. O. S., green, per 1,000 feet.....	6,000 pounds
Lumber, N. O. S., seasoned, per 1,000 feet..	4,000 pounds
Sand, per cubic yard .....	3,000 pounds
Shingles, green, per 1,000 .....	550 pounds
Shingles, seasoned, per 1,000 .....	450 pounds
Staves, heading or hoop poles, green, car loaded to depth of 43 inches, per car....	30,000 pounds
Staves, heading or hoop poles, seasoned, car loaded to depth of 50 inches, per car....	30,000 pounds
Stone, not dressed, per cubic foot.....	160 pounds
Tan bark, green, per cord.....	2,600 pounds
Tan bark, seasoned, per cord.....	2,000 pounds
Telegraph poles, fence posts or rails, per cord.. ..	3,500 pounds
Turpentine, in barrels, per barrel.....	432 pounds
Wood, green, per cord.....	3,500 pounds
Wood, seasoned, per cord.....	3,000 pounds

#### ARTICLES TOO LONG OR TOO BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first class rate.



CHARGES FOR SWITCHING OR TRANSFERRING  
CARS WHEN PASSING OVER TWO OR  
MORE ROADS.

15. A charge of not more than \$2.00 per car, without regard to its weight or contents, will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of \$2.00 shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight be-

tween different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

#### CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the city of Jacksonville from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

#### DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge, all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

#### RIGHT OF SHIPPER TO ROUTE FREIGHT.

17. The right of the shipper to direct by what route or routes his shipments shall be transported within the State of Florida shall be observed by all common carriers under the jurisdiction of the Railroad Commissioners of Florida. When shipments are routed by the shippers, the rates applying by the routing specified may be used by the carrier.

### LOWEST RATE TO BE CHARGED.

18. Whenever there is an conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

### JOINT RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

19. On intrastate shipments of freight passing over two or more lines, and not governed by Rule 1, no common carrier which is a party to the haul shall charge or receive for its services in connection with such shipment more than its maximum rate for the distance hauled by it, less 10 per cent, when the entire haul is over two lines, nor more than its maximum rate, less 20 per cent, when the entire haul is over three or more lines, nor in any instance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected or received by any such common carrier, as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them.

### SETTLEMENT OF CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the traffic manager or general freight agent of the company.

### FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

### DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such

point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

#### EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

#### ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed or suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established,



or that may hereafter be established, for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

#### OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate; but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

#### OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignee (Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in

cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

#### RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts and may be reduced by agreement between railroads, but all such agreements must, under Section 2907 of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

#### TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall reload said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred, as well as of the car from which the transfer was made.

Such reloading must not take place except under circumstances which would legally justify it.

## SECTION 4 — RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVE STOCK.

### ESTIMATED WEIGHTS.

1. The weights given below are estimated weights, and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first class freight at carrier's risk and second class at owner's risk.)

### LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below .....	2,000 pounds
Two horses, mules or horned animals, ex- cept as specified below, in the same car and from the same shipper to the same consignee .....	3,500 pounds
Each additional horse, mule or horned ani- mal, except as specified below, in the same car and from the same shipper to the same consignee .....	1,000 pounds
Stallions, jacks and bulls, each.....	3,000 pounds
Each cow and calf together, not crated....	2,500 pounds
Each mare and foal, together .....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated, each .....	1,000 pounds

Colts, under one year old, except stallions, not crated .....	1,000 pounds
Calves, under one year old, not crated...	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep, crated, each, actual weight, but not less than .....	100 pounds
Lambs, crated, each, actual weight, but not less than .....	100 pounds
Hogs, crated, each, actual weight, but not less than .....	100 pounds
Pigs, crated, each, actual weight, but not less than .....	100 pounds
Sheep, lambs, hogs and pigs, L.C.L., will not be received unless crated.	
Goats, same as Sheep.	
Kids, same as Lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

#### MAXIMUM VALUATION OF LIVE STOCK SHIP- MENTS.

	Each.
Horses and mules, not over.....	\$ 75.00
Horned cattle, not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of 100 per cent or fraction thereof in valuation, there shall be an increase of 50 per cent in rates.

## MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier, a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.



## DEMURRAGE RULES.

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The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

### RULE I.

#### FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

### RULE II.

#### NOTICE TO CONSIGNEE.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed, if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

### RULE III.

#### LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification,

not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted there shall be twenty-four (24) hours' additional free time to be added to the seventy-two (72) hours to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

#### RULE IV.

##### PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said car in excess of three

shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours. Any fraction of a day shall be considered a day.

#### RULE V.

##### GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

#### RULE VI.

##### REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse, or for a period of ten days after notice, as provided for in Rule III, fail to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give or send the consignor legal notice of such refusal or failure, unless the consignee has signified in writing his acceptance of the property; and the consignor shall thenceforth become liable to such carrier for the demurrage then due and which may accrue thereafter upon the car or cars in which the goods are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of the carrier. No demurrage charges, however, shall be allowed after the expiration of the period of ten days

from date of legal notice to the consignee until the consignor shall have been notified of refusal or failure on the part of consignee to accept the freight.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued.

#### RULE VII.

##### CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.

#### RULE VIII.

##### CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to

a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

#### RULE IX.

##### CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

#### RULE X.

##### RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

#### RULE XI.

##### PER DIEM CHARGE ALLOWED CONSIGNEES.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 A. M., the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed.



## RULE XII.

## STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

## RULE XIII.

## DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule wherever justice shall demand this course.

#### RULE XIV.

##### STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains, or after delivery at stations for transportation, will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

#### RULE XV.

##### STORAGE CHARGES ON BAGGAGE FOR SEABOARD AIR LINE RAILWAY.

For all articles of baggage, consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of

twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage remains on hand from eight to thirty days, the charge will be one dollar.

If the second month is entered upon, charges should be made as in first month, except that ten cents instead of twenty-five cents should be charged for the first day of the second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

#### RULE XVI.

##### OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

#### RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies

a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction, such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, That this rule does not alter, abolish, supercede or repeal Rule 3 of the Railroad Commission's "Rules governing the Transportation of Freight."

#### RULE XVIII.

##### DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.



Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

## RULE XIX.

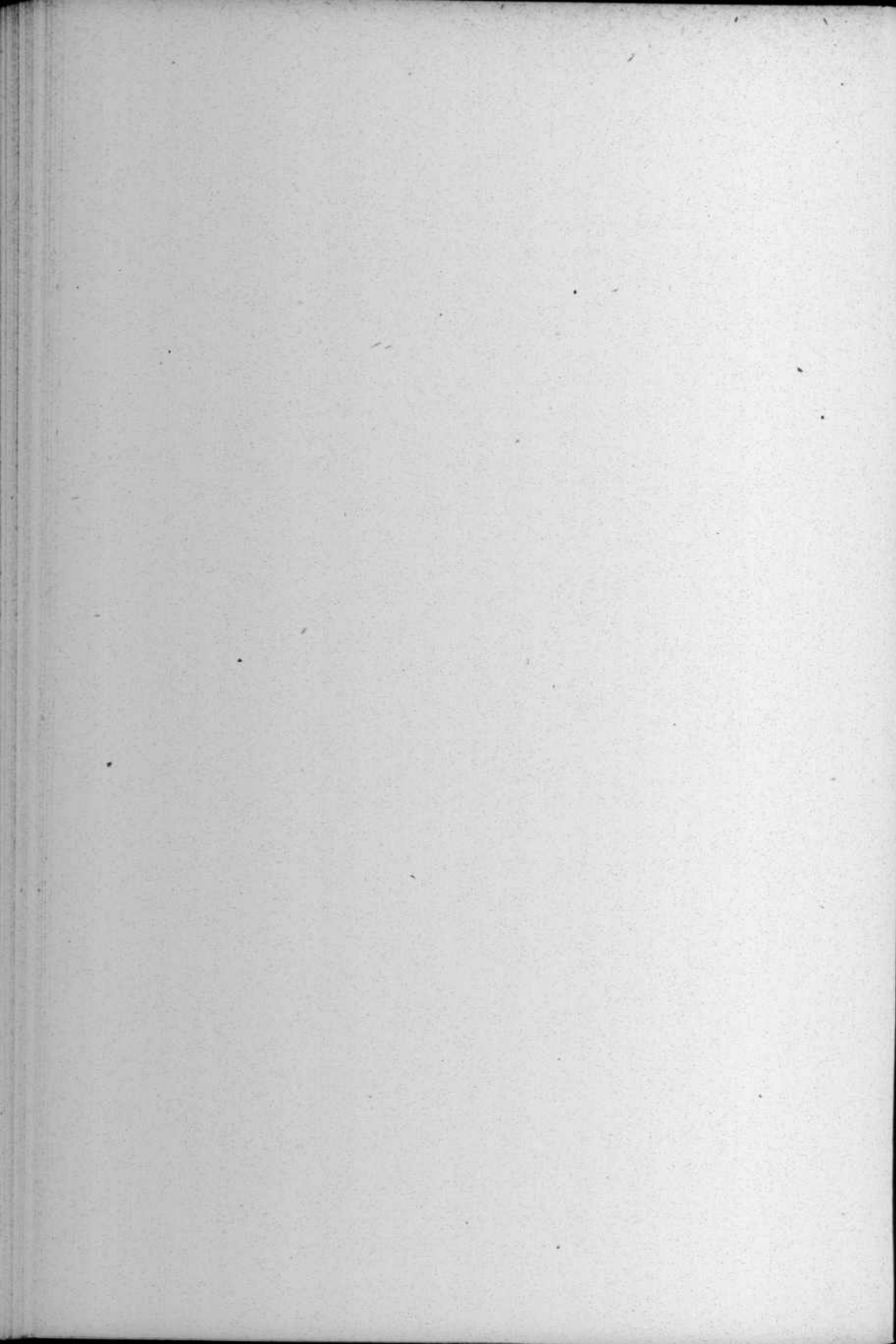
### SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours



at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.



## **SCHEDULE OF PASSENGER RATES.**

### **Operated by Railroads in Florida.**

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#### *Railroads Charging 3 Cents per Mile:*

Charlotte Harbor & Northern Railway.  
Georgia, Florida & Alabama Railway.  
Georgia Southern and Florida Railway.  
Pensacola, Mobile & New Orleans Railway Co.  
Georgia and Florida Railway.  
Live Oak, Perry & Gulf Railroad.  
Louisville & Nashville Railroad.

#### *Railroads Charging 4 Cents Straight Fare, with 3-Cent Round Trip Tickets Good for Five Days Exclusive of Day of Sale:*

Apalachicola Northern Railroad.  
Atlanta and St. Andrews Bay Railway.  
Birmingham, Columbus & St. Andrews Railroad.  
East and West Coast Railway.  
Fellsmere Railroad.  
Florida, Alabama & Gulf Railroad.  
Gulf, Florida & Alabama Railroad.  
Lake Hancock & Clermont Railroad.  
Madison Southern Railroad.  
Marianna and Blountstown Railroad.  
Melrose Railroad.  
Ocklawaha Valley Railroad.  
Ocala and Southwestern Railroad.  
Pelham and Havana Railroad Company.  
South Georgia Railway.  
Tampa and Gulf Coast Railway.  
Tavares and Gulf Railway.

*Railroads Charging 4 Cents per Mile:*

Tampa and Jacksonville Railroad.  
South Florida and Gulf Railroad.

*The Atlantic Coast Line Railroad Charges 2 $\frac{3}{4}$  Cents per Mile, Except the following Branches, Which Charge 3 Cents:*

Florida Midland.  
Homosassa Branch.  
Newberry to Perry Extension.  
Oviedo Branch.  
Sanford Branch.  
Sanford and Tavares.  
St. Cloud Sugar Belt.  
Sanford and St. Petersburg.  
St. Johns and Lake Eustis.  
Tampa and Thonotassassa.  
Tiger Bay Branch.  
Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates a 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

*The Seaboard Air Line Railway Charges 2 $\frac{3}{4}$  Cents per Mile, Except the Following Branches, Which Charge 3 Cents:*

Fernandina to Baldwin.  
Monticello to Drifton.  
Tallahassee to St. Marks.

Starke to Wannee.  
Waldo to Cedar Keys.  
Wildwood to Lake Charm.  
Lake Charm to Winter Park.  
Sumterville Junction to Sumterville.  
Archer to Eagle Mine.  
Dunnellon to Inglis.





**SCHEDULE  
OF  
FREIGHT TARIFFS**

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Tampa & Jacksonville, Marianna & Blountstown, Ocklawaha Valley R. R., Tampa & Gulf Coast Railroad, Ocala & Southwestern, Birmingham, Columbus & St. Andrews, Fellsmere Railroad, Lake Hancock & Clermont, Florida, Alabama & Gulf Railroad, Gulf, Florida & Alabama Railway Company, East & West Coast Railway, South Florida & Gulf R. R. Co., Pelham & Havana R. R. Co.

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.														Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.		Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	For Class P Rates. See Pages 243-247.	8
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00		9
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00		10
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00		11
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	12	
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	13	
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	14	
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	15	
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	16	
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	17	
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	18	

120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	34

SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION  
OF THE STATE OF FLORIDA, THE LIVE OAK, PIRRY & GULF RAILROAD, THE SOUTH GEORGIA  
AND WEST COAST RAILWAY, THE MADISON SOUTHERN RAILWAY.

STATIONS.	PER HUNDRED POUNDS.															Per Barrel.		Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O		P	R	V			
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	For Class P Rates See Pages 243-247.	8	..	..			
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00		9	..	..			
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00		10	..	..			
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00		11	..	..			
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00		12	..	..			
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00		13	..	..			
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00		14	..	..			
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00	15	..	..				



**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST  
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUIS-  
VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.**

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel.	Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O		*P	R			
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$ .75	\$1.00	\$ 8.00	\$10.00		8				
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00		9				
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00		10				
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00		11				
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00		12				
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00		13				
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00		14				
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00		15				
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00		16				
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00		17				
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00		18				
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00		19				

\*For Class P Rates, see Pages 243-247.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLA. & GULF RAILROAD, LOUIS-  
 LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVORIDA BY THE ATLANTIC COAST  
 VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Ton.		Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	*P	R			
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00					20
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00					21
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00					22
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00					23
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00					24
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00					24½
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00					25
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50					25½
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00					26
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00					26½
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00					27
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00					27½
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00					28

260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	28½
270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	36

\*For Class P Rates, see Pages 243-247.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST  
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.

DISTANCES.				CLASS RATES IN CENTS PER 100 POUNDS.												Per Barrel.		Per 100 Lbs.		Per Ton, 2000 Lbs.		Per Carload.					Per 100 Lbs.	Per Stand'r'd Box		Per Stand'r'd Crate.	
				Per Barrel.	Per 100 Lbs.																										
				1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G		V					
																									C.L.	L.C.L.	C.L.	L.C.L.			
10 Miles and under.....				24	21	20	15	14	13	10	9	8	6	14	15	12	7		75	1 00	8 00	10 00	For Class P Rates, see Pages 243-247	8	8	11	6	9			
20 Miles and over 10 Miles....				28	26	24	19	17	15	12	11	11	8	17	19	15	8		90	1 10	11 00	12 00		9	8	11	6	9			
30 " " " 20 Miles....				32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00	10		8	11	7	10				
40 " " " 30 Miles....				36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00	11		9	12	7	10				
50 " " " 40 Miles....				40	38	35	30	25	20	15	14	14	11	25	30	20	10 <sup>5</sup>	1 30	1 40	18 00	16 00	12		10	13	8	11				
60 " " " 50 Miles....				44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00	13		11	14	8	11				
70 " " " 60 Miles....				48	46	41	34	30	24	17	17	17	13	30	34	23	11 <sup>5</sup>	1 50	1 60	22 00	18 00	14		12	15	9	12				
80 " " " 70 Miles....				52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00	15		13	16	9	12				
90 " " " 80 Miles....				56	53	46	38	33	26	19	19	19	14	33	38	25	12 <sup>5</sup>	1 70	1 75	26 00	20 00	16		14	17	10	13				
100 " " " 90 Miles....				60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00	17		15	18	10	13				
110 " " " 100 Miles....				62	58	50	41	35	30	21	21	21	15	35	41	29	13 <sup>5</sup>	1 80	1 90	29 00	22 00	18		16	19	11	14				
120 " " " 110 Miles....				64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00	19		17	20	11	14				
130 " " " 120 Miles....				66	61	55	43	37	32	23	23	23	18	37	43	31	14 <sup>5</sup>	1 90	2 00	31 00	24 00	20	18	21	12	15					
140 " " " 130 Miles....				68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00	21	19	22	12	15					

150	"	"	"	140 Miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 <sup>p</sup>	2 00	2 10	33 00	26 00
160	"	"	"	150 Miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00
170	"	"	"	160 Miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 <sup>p</sup>	2 10	2 20	35 00	28 00
180	"	"	"	170 Miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 <sup>p</sup>	2 15	2 21	36 00	29 00
190	"	"	"	180 Miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 <sup>q</sup>	2 16	2 22	37 00	30 00
200	"	"	"	190 Miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 <sup>q</sup>	2 17	2 23	38 00	30 50
210	"	"	"	200 Miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00
220	"	"	"	210 Miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00
230	"	"	"	220 Miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00
240	"	"	"	230 Miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00
250	"	"	"	240 Miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00
260	"	"	"	250 Miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00
270	"	"	"	260 Miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00
280	"	"	"	270 Miles....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2 25	2 31	42 00	33 00
290	"	"	"	280 Miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00
300	"	"	"	290 Miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00
310	"	"	"	300 Miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00
320	"	"	"	310 Miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00
330	"	"	"	320 Miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00
340	"	"	"	330 Miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00
350	"	"	"	340 Miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00
360	"	"	"	350 Miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00
370	"	"	"	360 Miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00
380	"	"	"	370 Miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00
390	"	"	"	380 Miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00
400	"	"	"	390 Miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00

For Class P Rates, see Pages 243-247.

22	20	23	13	16
23	20	23	13	16
24	21	24	14	17
24 <sup>q</sup>	21	24	14	17
25	22	25	15	18
25 <sup>q</sup>	22	25	15	18
26	23	26	16	19
26 <sup>q</sup>	23	26	16	19
27	24	27	17	20
27 <sup>p</sup>	24	27	17	20
28	25	28	18	21
28 <sup>p</sup>	25	28	18	21
29	26	29	19	22
29 <sup>p</sup>	26	29	19	22
30	27	30	20	23
30	27	30	20	23
31	28	31	21	24
31	28	31	21	24
32	28	31	21	24
32	29	32	22	25
33	29	32	22	25
34	29	32	22	25
34	30	33	23	26
35	30	33	23	26
35	30	33	23	26
36	31	34	24	27



**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST  
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910. —Continued.**

DISTANCES.				CLASS RATES IN CENTS PER 100 POUNDS.												Per 100 Lbs.		2,000 Lbs. Per Ton,		Per Carload.		Per 100 Lbs.	Per Stand'rd Box.	Per Stand'rd Crate.				
				1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O				P	R	G	
																									C.L.	L.C.L.	C.L.	L.C.L.
410	"	"	"	400 Miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	For Class P Rates, see Pages 243-247.	37	31	34	24	27
420	"	"	"	410 Miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	31	34	24	27
430	"	"	"	420 Miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	32	35	25	28
440	"	"	"	430 Miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28
450	"	"	"	440 Miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28
460	"	"	"	450 Miles....	106	96	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	33	36	26	29
470	"	"	"	460 Miles....	107	97	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	33	36	26	29
480	"	"	"	470 Miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	33	36	26	29
490	"	"	"	480 Miles....	109	99	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	34	37	27	30
500	"	"	"	490 Miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00		40	34	37	27	30
510	"	"	"	500 Miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00		40	34	37	27	30
520	"	"	"	510 Miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00		40	35	38	28	31
530	"	"	"	520 Miles....	113	103	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31	
540	"	"	"	530 Miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31	
550	"	"	"	540 Miles....	115	105	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	36	39	29	32	

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA  
& ALABAMA RAILWAY.**

DISTANCES.	PER ONE HUNDRED POUNDS.													Per Barrel.	Per 100 Lbs.	Per Ton 2,000 Lbs.	Per Car Load.			Per 100 Lbs.	Per Standard Crate.	
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	For Class P Rates. See Pages 243-247.	8	10	8
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00		9	11	8
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50		11	12	8
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00		12	12	9
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20		13	13	9
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60		13	13	10
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00		15	14	11
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00		16	15	11
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10		17	16	12
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10		18	17	12
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10		18	17	12

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN  
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.**

DISTANCES.		PER HUNDRED POUNDS.													Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.	Per Car Load.				Per 100 Pounds. Oranges per box 80 lbs. Vegetables per crate 50 lbs.
		1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....		24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$ .75	\$1.20	\$ 9.75	\$12.00	For Class P Rate See Pages 243-247.		8 10 8
20 miles and over 10 miles		30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00			9 11 8
30 miles and over 20 miles		36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50			11 12 8
40 miles and over 30 miles		41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00			12 12 9
50 miles and over 40 miles		42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20			13 13 9
60 miles and over 50 miles		46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60	For Class P Rate See Pages 243-247.		14 13 9
70 miles and over 60 miles		50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00			15 14 10
80 miles and over 70 miles		51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00			16 14 10
90 miles and over 80 miles		55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10			17 15 10
100 miles and over 90 miles		59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10			18 15 10
110 miles and over 100 miles		59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10			18 15 11
120 miles and over 110 miles		61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10			19 15 11

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA, MOBILE & NEW ORLEANS RY. CO.—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.																Per Barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	*P			
10 miles and under .....	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5				
20 miles and over 10 miles .....	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6				
30 miles and over 20 miles .....	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6				

\*For Class P Rates, see Pages 243-247.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION  
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.														Per Barrel.	Per 100 Lbs.	CARLOADS.										Per 100 Lbs.	Per 2,000 Lbs.	Per Car.			Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.	Oranges, box 80 Lbs. Veg'bles, Cr't 50 Lbs.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Note—For Class P Rates, see Pages 243-247.



## SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA &amp; FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.													Per Barrel.	Per 100 Pounds.	Per Ton.	PER CAR LOAD.				Per 100 Pounds.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V	
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$ .80	\$ 8.00	\$ 6.00	For Class P Rates See Pages 243- 247.	5	13	10	
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00		6	13	10	
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00		7	13	10	
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00		8	13	10	
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00		9	13	10	



## CLASS P. RATES.

Effective on the Following Railroads:

Atlantic Coast Line Railroad.  
 Seaboard Air Line Railway.  
 Louisville and Nashville Railroad.  
 Florida East Coast Railway.  
 Georgia Southern and Florida Railway.  
 Charlotte Harbor and Northern Railway.  
 Live Oak, Perry and Gulf Railroad.  
 Georgia, Florida and Alabama Railway.  
 Tampa and Gulf Coast Railroad.  
 Georgia and Florida Railway Company.  
 Lake Hancock and Clermont Railroad.  
 Madison Southern Railway.  
 Marianna and Blountstown Railroad.  
 Ocala and Southwestern Railroad.  
 Tavares and Gulf Railroad.  
 East and West Coast Railway.  
 Fellsmere Railroad.

5 miles and under .....	4.00
10 miles and over 5.....	5.00
15 miles and over 10.....	6.80
20 miles and over 15.....	6.80
25 miles and over 20.....	7.60
30 miles and over 25.....	7.60
35 miles and over 30.....	8.40
40 miles and over 35.....	8.40
45 miles and over 40.....	9.20
50 miles and over 45.....	9.20
55 miles and over 50.....	10.00
60 miles and over 55.....	10.00
65 miles and over 60.....	10.30
70 miles and over 65.....	10.30

75 miles and over	70.....	11.10
80 miles and over	75.....	11.10
85 miles and over	80.....	11.90
90 miles and over	85.....	11.90
95 miles and over	90.....	12.70
100 miles and over	95.....	12.70
110 miles and over	100.....	13.00
120 miles and over	110.....	13.80
130 miles and over	120.....	14.60
140 miles and over	130.....	14.90
150 miles and over	140.....	15.70
160 miles and over	150.....	16.50
170 miles and over	160.....	17.50
180 miles and over	170.....	17.50
190 miles and over	180.....	18.00
200 miles and over	190.....	18.00
210 miles and over	200.....	18.50
220 miles and over	210.....	18.50
230 miles and over	220.....	19.00
240 miles and over	230.....	19.00
250 miles and over	240.....	19.50
260 miles and over	250.....	19.50
270 miles and over	260.....	20.00
280 miles and over	270.....	20.00
290 miles and over	280.....	20.50
300 miles and over	290.....	20.70
310 miles and over	300.....	21.00
320 miles and over	310.....	21.30
330 miles and over	320.....	21.60
340 miles and over	330.....	21.90
350 miles and over	340.....	22.20
360 miles and over	350.....	22.50
370 miles and over	360.....	22.80
380 miles and over	370.....	23.10
390 miles and over	380.....	23.40
400 miles and over	390.....	23.70
410 miles and over	400.....	24.00

420 miles and over 410.....	24.30
430 miles and over 420.....	24.60
440 miles and over 430.....	24.90
450 miles and over 440.....	25.20
460 miles and over 450.....	25.50
470 miles and over 460.....	25.80
480 miles and over 470.....	26.10
490 miles and over 480.....	26.40
500 miles and over 490.....	26.70
510 miles and over 500.....	27.00
520 miles and over 510.....	27.30
530 miles and over 520.....	27.60
540 miles and over 530.....	27.90
550 miles and over 540.....	28.20

The above rates, for distances up to and including 400 miles, were put into effect by the Commission's Order No. 431. Rates for distances over 400 miles and up to and including 450 miles were submitted by the Seaboard Air Line Railway and were approved by the Commissioners. Rates over 450 miles were put into effect by the Florida East Coast Railway and are approved by the Commissioners.

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#### CLASS P RATES.

Effective from January 1, 1917, to December 31, 1917, inclusive, on the following railroads:

Apalachicola Northern Railroad Company.  
 Atlanta and St. Andrews Bay Railway Company.  
 Birmingham, Columbus and St. Andrews Railroad Co.  
 Florida, Alabama and Gulf Railroad Company.  
 Gulf, Florida and Alabama Railway Company.  
 Ocklawaha Valley Railroad Company.  
 South Georgia Railway Company.  
 Tampa and Jacksonville Railway Company.



10 miles and under.....	5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00
40 miles and over 30 miles.....	9.00
50 miles and over 40 miles.....	10.00
60 miles and over 50 miles.....	11.00
70 miles and over 60 miles.....	11.00
80 miles and over 70 miles.....	12.00
90 miles and over 80 miles.....	13.00
100 miles and over 90 miles.....	14.00
110 miles and over 100 miles.....	14.00
120 miles and over 110 miles.....	15.00
130 miles and over 120 miles.....	16.00
140 miles and over 130 miles.....	16.00
150 miles and over 140 miles.....	17.00

After the 31st day of December, 1917, the above rates cease to be effective, and will be automatically superseded by Class P rates carried in the Commission's Order No. 431,—except, above Class P rates continue in effect on East and West Coast Railway after December 31, 1917, unless otherwise ordered.

#### CLASS P RATES.

Effective on the Pensacola, Mobile and New Orleans Railway Co. from March 15, 1915, to December 31, 1917:

10 miles and over.....	12.00
20 miles and over 10 miles.....	14.40
30 miles and over 20 miles.....	19.20

After the 31st day of December, 1917, the above rates cease to be effective and will be automatically superseded by Class P rates carried in the Commission's Order No. 431.

## CLASS P RATES

In effect on the following railroads:

Pelham and Havana Railroad.

South Florida and Gulf Railroad.

10 miles and under .....	\$ 5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00
40 miles and over 30 miles.....	9.00
50 miles and over 40 miles.....	10.00
60 miles and over 50 miles.....	11.00
70 miles and over 60 miles.....	11.00
80 miles and over 70 miles.....	12.00

RATE ON PHOSPHATE BETWEEN POINTS WITH-  
IN THE STATE OF FLORIDA.

The rate on Phosphate between points within the State of Florida shall not exceed one cent per ton per mile.

Provided, That where the rate of one cent per ton per mile will raise any rate now in operation (December 17, 1903), that said rate of one cent per ton per mile shall not be effective, but the lower rate as charged by the Railroad Companies is hereby adopted by the Railroad Commissioners as their rate between such points.

Provided further, That where a shipment of Phosphate shall pass over two or more railroads in reaching its destination within the State of Florida, the initial line may charge one and a half cents per ton per mile for the first ten miles which said Phosphate shall be hauled.

Provided further, That where Phosphate from points in Florida passes over two or more roads in reaching its destination within the State of Florida, that the provisions of Rule 19, Governing Joint Rates is hereby modified, so that the initial road shall have the right to deliver the shipment to the delivering road at such junc-

tional point within the State of Florida as it may desire.

Provided, however, that the rate charged for such shipment shall be based upon the shortest mileage between the point of shipment and the place of destination.

#### SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under.....	\$ .50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95
Minimum, 15 tons to a car.	

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

*Provided further*, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

#### RATES ON COTTON PRESSED IN BALES.

##### RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17

50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35
180 miles and over 160 miles.....	36
200 miles and over 180 miles.....	37
220 miles and over 200 miles.....	38
240 miles and over 220 miles.....	39
260 miles and over 240 miles.....	40
280 miles and over 260 miles.....	41
300 miles and over 280 miles.....	42
320 miles and over 300 miles.....	43
340 miles and over 320 miles.....	44
360 miles and over 340 miles.....	45
380 miles and over 360 miles.....	46
400 miles and over 380 miles.....	47
420 miles and over 400 miles.....	48
440 miles and over 420 miles.....	49
460 miles and over 440 miles.....	50
480 miles and over 460 miles.....	51
500 miles and over 480 miles.....	52

# RATES ON CANE SYRUP AND MOLASSES.

Applicable on the Seaboard Air Line Railway in Florida.

Cane Syrup and Molasses, in barrels, half barrels and kegs, or in tin cans, jacketed or boxed. In cents per 100 pounds.

	CL	LCL
40 miles and under.....	12	15
90 miles and over 40 miles.....	13	16
140 miles and over 90 miles.....	14	17
190 miles and over 140 miles.....	15	18
240 miles and over 190 miles.....	16	19
290 miles and over 240 miles.....	17	20
340 miles and over 290 miles.....	18	21
390 miles and over 340 miles.....	19	22
440 miles and over 390 miles.....	20	23
490 miles and over 440 miles.....	21	24
540 miles and over 490 miles.....	22	25
590 miles and over 540 miles.....	23	26



# LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES.

DISTANCES.	CLASS	
	Per Crate	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS.—These rates do not apply to base points as a basis for through rates.

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.

## CLASSIFICATION.

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### CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

### CLASS V—FRUIT:

Peaches, Pears and Guavas.

### VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

Package rates to apply on standard crates estimated to weigh 50 pounds. The rate per package to be applied regardless of the weight, whether under or over, so long as the package capacity does not exceed the standard.

In the shipment of barrels, barrel-crates or barrel-sacks, estimated weight to be double that of the standard crate above referred to. The rate to apply as a package rate regardless of whether the barrel weighs more or less than the estimated weight.

In either case where a package is used of greater dimensions than the standard crate, standard barrel, barrel-crate or sack, the package rate per crate or per barrel, as the case may be, shall be applied as a per hundred pound rate on actual weight.

The standard barrel-crate referred to is understood not to exceed 12x20x36 inches.

The standard barrel referred to is understood not to exceed the capacity of a flour barrel.

The standard barrel-sack referred to is understood not to exceed a capacity of 2 1-2 bushels.

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# DISTANCE TABLES

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# DISTANCE TABLES.

## ATLANTIC COAST LINE RAILWAY.

### Jacksonville to Port Tampa.

Jacksonville .....	0.	Longs .....	79.0	Gatlin .....	151.0
Wessner .....	3.6	Denver .....	77.5	Jessamine .....	152.0
Richardson .....	5.0	Silver Pond .....	80.0	Pine Castle .....	153.0
Youkon .....	9.4	Hammond .....	81.2	Taft .....	154.0
Reeds .....	11.0	Seville .....	83.4	Connelly .....	158.6
Orange Park .....	14.0	Pierson .....	89.1	Kissimmee .....	164.4
Peoria .....	19.0	Eldridge .....	91.5	Campbell .....	168.4
Doctor's Inlet .....	20.4	Barberville .....	93.8	Loughman .....	175.5
Russell .....	23.9	De Leon Springs .....	99.0	Davenport .....	182.2
Williams .....	26.0	Glenwood .....	102.2	Haines City .....	185.4
Magnolia Springs .....	28.3	Walters .....	104.0	Lake Alfred .....	192.1
Green Cove Springs .....	29.8	DeLand Junction .....	107.2	Auburndale .....	196.4
Walkill .....	33.3	Beresford .....	108.0	Carter's .....	201.6
West Tocol .....	40.2	Fatio .....	110.0	Lakeland .....	207.0
Bostwick .....	45.7	Orange City Junction .....	112.3	Winston .....	211.1
Teasdale .....	48.6	Enterprise Junction .....	118.1	Youman's .....	214.1
Rice Creek .....	51.0	Monroe .....	121.0	Plant City .....	217.5
Pecan .....	51.6	Rands .....	122.5	Dover .....	223.7
Sauble .....	52.0	Sanford .....	124.3	Seffner .....	227.1
Palatka .....	54.9	Elwoud .....	128.0	Mango .....	230.0
Lundy .....	57.3	Crystal Lake .....	129.0	Orient .....	233.4
Peniel .....	60.0	Lake Mary .....	129.2	Thonotosassa Jet. ....	236.3
Buffalo Bluff .....	62.1	Longwood .....	133.8	Ybor City .....	237.5

Satsuma .....	63.9	Altamonte Springs .....	136.7	Tampa .....	238.1
Sisco .....	67.0	Maitland .....	139.3	Tampa Bay Hotel.....	241.4
Middletons .....	68.0	Park House .....	141.0	Carlow .....	239.8
Pomona .....	69.4	Winter Park .....	141.8	Dewey .....	243.3
Lake Como.....	71.0	Formosa .....	145.0	Port Tampa City.....	246.3
Huntington .....	74.2	Orlando .....	146.6	Port Tampa .....	248.0
Crescent City Jct. ....	77.0	Eight Oaks.....	150.0		

**Jacksonville to Jesup.**

Jacksonville .....	0.0	Rathiff .....	14.7	Andrews .....	33.9
Moncrief .....	3.5	Callahan .....	19.7	Bologne .....	37.3
Picket .....	5.5	Dyal .....	24.3	Folkston, Ga. ....	41.5
Dinsmore .....	9.6	Hilliard .....	29.9	Jesup, Ga. ....	96.0



# ATLANTIC COAST LINE RAILWAY—Continued.

## Jacksonville to St. Petersburg.

Jacksonville	0.0	Micanopy Jct.	99.1	Leesburg	159.0
Milldale	10.0	McIntosh	104.6	Corley	161.0
Moncrief	3.5	Gaitskill	106.0	Center Hill	173.6
Cambon	9.3	Orange Lake	106.1	Webster	178.2
Mandeville	14.1	Oaklawn	107.0	St. Catherine	183.3
Baldwin	19.2	Reddick	110.5	x*Croom	189.2
Mattox	24.0	Lowell	113.4	Rital	172.7
McPherson	26.8	Martin	116.5	Trilby	176.9
Nursery	29.0	Zuber	117.4	Blanton	181.8
Bessent	30.8	Kendrick	119.6	San Antonio	187.9
Sapp	37.8	Ocala Junction	124.2	Pasco	191.6
Britt	41.0	Ocala	125.1	Ehren	199.9
Ellerbe	41.7	Fakes	126.0	Drexel	202.0
Raiford	44.8	Orange Avenue	127.0	Odessa	210.4
Rylander	47.1	Montague	130.0	Keystone Park	214.1
Johastown	49.0	Cornell	131.3	Taconey	218.0
Lake Putler	51.9	Welshton	136.0	Tarpon Springs	221.0
Dukes	58.0	Candler	138.6	Sutherland	226.5
Munich	58.8	Ocklawaha	140.0	Ozona	227.2
Worthington Springs	61.0	Weir Park	141.0	Dunedin	231.3
Santa Fe	63.9	East Lake	144.1	Clear Water	234.5
Hainesworth	68.2	Stanton	146.0	Bellair	235.5
Burnett's Lake	70.8	Weirsdale	146.6	Largo	238.1
Hague	74.1	Conant	150.0	Cross Bayou	242.9
Paradise	80.4	Lady Lake	151.3	Pinellas Park	245.8
Gainesville	84.5	Fruitland Park	156.0	Lellman	247.0
Rochelle	93.5	Leesburg Junction	158.0	St. Petersburg Wharf	252.9

Evinston .....	101.7	Oklahumpka .....	164.5	St. Petersburg .....	252.2
Boardman .....	104.0	Cason .....	169.0		

xJax to Croom via Newberry, 167.8.

\*Stations south of Croom based on mileage via Newberry.

## Jacksonville to Perry.

Jacksonville .....	0.0	Rylander .....	47.1	Tyler .....	93.9
Milldale .....	10.0	Johnstown .....	49.0	Trenton .....	98.1
Moncrief .....	3.5	Lake Butler .....	51.9	Wilcox .....	104.5
Cambon .....	9.3	Dukes .....	57.8	Wilcox Junction .....	106.0
Mandeville .....	14.1	Munich .....	58.8	Old Town .....	108.5
Baldwin .....	19.2	Worthington Springs .....	61.0	Eugene .....	113.6
Mattox .....	24.0	Santa Fe .....	63.9	Cross City .....	116.8
McPherson .....	26.8	Hainesworth .....	68.2	Hines .....	126.9
Nursery .....	29.0	Burnett's Lake .....	70.8	Clara .....	134.0
Bessent .....	30.8	West Alachua .....	72.5	Salem .....	141.7
Sapp .....	37.8	Cadillac .....	77.0	Athens .....	150.3
Britt .....	41.0	Haile .....	79.0	Penland .....	154.6
Ellerbe .....	41.7	Komoka .....	82.1	Perry .....	161.0
Raiford .....	44.8	Newberry .....	84.6		

**ATLANTIC COAST LINE RAILWAY—Continued.**  
**Lakeland to Fort Myers.**

Lakeland .....	0.0	Torrey .....	33.7	Cleveland .....	82.2
Pauway .....	4.2	Wauchula .....	38.1	Punta Gorda .....	86.0
Haskell .....	7.5	Zolfo .....	42.1	Acline .....	90.2
Bartow .....	13.0	Moffitt .....	45.6	Gilchrist .....	99.1
Ice Factory Spur .....	13.8	Buchanan .....	48.4	Samville ..	106.8
Homeland .....	19.2	Gardner .....	52.5	Tice .....	109.8
Fort Meade .....	23.9	Brownville .....	56.0	Fort Myers .....	114.0
Whidden Creek .....	26.4	Arcadia .....	62.0		
Jane Jay .....	28.4	Nocatee .....	66.0		
Bowling Green .....	31.7	Fort Ogden .....	72.6		

**Sanford to Trilby.**

Sanford .....	0.0	Fullers .....	26.6	Sheridan .....	48.0
Sanford Junction .....	0.1	Staten .....	27.0	Hammondsville .....	49.0
New Upsala .....	2.3	Crown Point .....	27.9	Groveland .....	49.8
Twin Lakes .....	3.3	Brannons .....	29.0	Taylorville .....	51.0
Sylvan Lake .....	4.8	Winter Garden .....	30.1	Mascotte .....	52.8
Pine Crest .....	5.8	Brayton .....	31.0	Tuscanooga .....	56.0
Island Lake .....	7.2	Tildenville .....	31.7	Mabel .....	59.0
Glen Ethel .....	11.2	Oakland .....	32.9	Cedar Hammock .....	59.1
Palm Springs .....	13.8	Killarney .....	35.0	Linden .....	62.8
Granada .....	14.1	Cynthiana .....	38.0	Tarrytown .....	63.2
Forest City .....	16.5	Mohawk .....	40.0	Tompkins Crossing .....	64.1
Toronto .....	19.0	Minneola .....	41.9	Riverland .....	67.2
Lakeville .....	21.0	Clermont .....	43.5	Lacoochee .....	71.1
Clarcona .....	22.8	Parkers Crossing .....	46.0	Trilby .....	74.6
Millerton .....	24.1	Varnell .....	48.0		

# Lakeland to Waycross.

Lakeland .....	0.0	Holder .....	73.0	High Springs .....	139.5
Galloway .....	6.0	Ladonia .....	73.6	Fort White .....	148.8
Kathleen .....	7.6	Elliston .....	75.9	Lake City Junction.....	151.7
Stokes .....	11.5	Gibara .....	77.0	Hildreth .....	155.4
Southern Pines .....	12.0	Gulf Junction .....	79.3	Burlington .....	155.5
Millards .....	15.6	Dunnellon .....	80.8	Branford .....	162.5
Kings Mill .....	16.0	Chatmar .....	83.0	O'Brien .....	168.0
Lumberton .....	20.0	Juliette .....	85.3	McAlpin .....	174.9
Richland .....	20.8	Romeo .....	92.5	Pinemount .....	176.6
Ellerslie .....	23.0	Pedricks Mill .....	94.0	Padlock .....	181.4
Collins .....	26.0	Morrison .....	97.6	Live Oak .....	186.1
Dade City .....	27.5	Montbrook .....	100.8	North Live Oak.....	187.1
Owensboro .....	33.0	Williston .....	105.1	Byrd's Still .....	188.5
Trilby .....	34.0	Hodgson .....	106.0	Rixford .....	190.5
Rital .....	38.2	Gunnells .....	107.0	Suwannee .....	193.1
Netherland Mines .....	42.0	Raleigh .....	109.0	Marion .....	196.8
Croom .....	43.1	Eve .....	112.0	Jasper .....	202.2
Leta .....	46.0	Archer .....	116.5	Bakers Mill .....	206.2
Istachatta .....	49.1	Half Moon .....	121.9	Tarver, Ga. ....	214.7
Pineola .....	52.0	Newberry .....	126.3	Alexanderville, Ga. ....	217.7
Diamond Mines .....	53.0	Lexington .....	128.7	Haylow, Ga. ....	223.5
Floral City .....	56.0	Younglove .....	131.0	Withers, Ga. ....	225.4
Inverness .....	62.8	Wades .....	134.0	Dupont Junction, Ga.....	234.4
Hernando .....	68.3	Clark .....	134.5	Waycross, Ga. ....	269.3

# High Springs to Burnett's Lake.

High Springs .....	0.0	Alachua .....	7.6	Burnett's Lake .....	9.3
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# ATLANTIC COAST LINE RAILWAY—Continued.

Between Dunnellon and Wilcox.					
Wilcox Junction .....	0.0	Otter Creek .....	22.7	Dunnellon .....	51.3
Chieftland .....	9.4	LeBannon .....	36.4		
Ocala to Homosassa.					
Ocala .....	0.0	Leroy .....	14.7	Gulf Junction .....	28.0
Ocala Junction .....	0.9	Rock Springs .....	18.7	Chronelle .....	35.0
Martel .....	9.0	Juliette .....	22.0	Crystal River .....	40.5
York .....	12.4	Dunnellon .....	26.5	Homosassa .....	49.9
Sanford to Astor.					
Sanford .....	0.0	Fufts .....	8.8	Eustis .....	33.3
Sanford Junction .....	0.8	Ethel .....	10.3	Fort Mason .....	35.2
New Upsala .....	2.3	Cassia .....	12.3	Umatilla .....	39.3
Twin Lakes .....	3.3	Wayland .....	14.9	Altoona .....	42.4
Sylvan Lake .....	4.8	Lovejoy's Mill .....	16.3	Pittman .....	44.5
Paola Junction .....	5.3	Sorrento .....	17.9	Astor .....	60.0
Paola .....	5.3	Mount Dora .....	23.4		
Markham .....	7.3	Tavares .....	28.8		
Sanford to Lake Charm.					
Sanford .....	0.0	Rutledge .....	5.0	Clifton .....	12.0
Sanford Junction .....	0.8	Mecca Junction .....	5.6	Oviedo .....	17.0
Fort Reed .....	3.2	Clydes .....	7.4	Lake Charm .....	18.4
Leesburg to Fort Mason.					
Leesburg .....	0.0	Lisbon .....	8.5	Fort Mason .....	13.8
Orange Bend .....	7.4	Grand Island .....	12.0		



**Tavares to Lane Park.**

Tavares .....	0.0	Lane Park .....	3.0		
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**Kissimmee to Apopka.**

Kissimmee .....	0.0	Isleworth .....	18.0	Clarcona .....	29.3
Shingle Creek .....	4.3	Windemere .....	18.5	Apopka .....	33.1
McLane's .....	8.7	Gotha .....	21.1		
Waco .....	17.3	Ocoee .....	24.5		

**Kissimmee to Narcoossee.**

Kissimmee .....	0.0	St. Cloud Junction.....	6.1	Peento .....	10.0
Hammock Grove .....	1.0	St. Cloud .....	9.0	Runnymede .....	12.8
Hirtzel .....	2.0	Deeson .....	7.0	Narcoossee .....	14.0
Wadleys Crossing .....	3.0	Sunnyside .....	9.0		
Carolina .....	4.5	Ashton .....	10.0		

**Lake Alfred to Bartow**

Lake Alfred.....	0.0	Eagle Lake .....	9.0	Bartow .....	16.7
Florence Villa .....	2.5	Excelsior Park .....	13.2		
Winter Haven .....	5.0	Gordonville .....	12.0		

**DeLand Junction and DeLand.**

De Land Junction.....	0.0	Stetson .....	2.1	De Land .....	4.0
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# ATLANTIC COAST LINE RAILWAY—Continued.

## Winston to Fort Meade.

Winston .....	0.0	Kingsford .....	12.0	Phosphoria .....	19.9
Wood Spur .....	3.0	Bruce .....	13.8	McDowell .....	20.0
Medulla .....	5.8	Pierce .....	13.8	Agricola .....	21.4
Christina .....	7.5	Nichols .....	15.0	Marquis Mill .....	24.0
Bone Valley Junction.....	8.8	Pebbledale .....	15.4	Tiger Bay .....	25.3
Prairie .....	9.0	Long Branch .....	17.0	Ft. Meade .....	28.8
Mulberry .....	10.8	Green Bay .....	17.2		

## Sanford to Mecca Junction.

Sanford .....	0.0	Beck Hammock .....	3.5	Palm Villa .....	8.0
Brisson .....	1.6	Moore .....	4.4	Mecca .....	8.8
Sipes .....	2.2	Cameron City .....	5.6	Mecca Junction .....	9.4
Beardall .....	2.6	Crippen .....	6.3		

## Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction .....	0.0	Hillsboro .....	7.0	Thonotosassa .....	11.0
Harney .....	5.5	Idlewild .....	8.5		

## Croom to Brooksville.

Croom .....	0.0	Brooksville .....	10.0		
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## Proctor to Citra.

Proctor .....	0.0	Citra .....	6.1		
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**Palatka to Rochelle.**

Palatka. ....	0.0	Hollister .....	11.5	McMeekin .....	25.3
O. V. Junction.....	1.6	Interlachen .....	16.6	Hawthorne .....	30.0
Francis .....	4.4	Edgar .....	21.2	Grove Park .....	34.7
Akomi .....	10.1	Joanson .....	22.7	Rochelle. ..	38.9

**Micanopy Junction to Tacoma.**

Micanopy Junc.....	0.0	Micanopy .....	3.4	Tacoma .....	8.4
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**Lake City to Lake City Junction.**

Lake City .....	0.0	Columbia .....	10.7	Lake City Junction .....	18.7
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**Monticello to Thomasville.**

Monticello .....	0.0	Metcalf .....	14.1	Thomasville ,Ga.....	24.1
Fincher .....	11.6				

**River Junction to Climax.**

River Junction .....	0.0	Faceville, Ga.....	14.9	Climax, Ga. ....	30.3
Recovery .....	8.8	Fowltown, Ga. ....	21.6		

**Haines City to Sebring.**

Haines City .....	0.0	Crooked Lake .....	21.3	Sebring .....	46.5
Dundee .....	6.9	Frostproof .....	27.8		
Lake Wales .....	15.4	Avon Park .....	38.5		

**Tampa to West Tampa.**

Tampa .....	0.0	West Tampa .....	3.0		
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# ATLANTIC COAST LINE RAILWAY—Continued

## Nichols to Mulberry.

Nichols .....	0.0	Mulberry .....	0.4
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## Fanlew to Thomasville.

Fanlew .....	0.0	Miccosukee .....	24.1	Roddenberry, Ga. ....	34.0
Cody .....	6.4	Yarborough .....	26.0	Hammond, Ga. ....	37.0
El Destino .....	10.3	Copeland .....	27.9	Myrtlewood, Ga. ....	41.0
Capitola .....	13.1	Stringer .....	27.9	Beverly, Ga. ....	42.0
Cates .....	16.0	Elmer .....	30.2	Cherokee, Ga. ....	46.0
Wadesboro .....	17.4	Fincher .....	31.7	Thomasville, Ga. ....	47.0

# SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville .....	0.0	Ogden .....	64.8	Pinhook .....	140.0
West Jacksonville .....	3.3	Welborn .....	70.5	Braswell .....	140.5
Marietta .....	7.4	Houston .....	76.0	Lloyd .....	147.0
Priceville .....	9.0	Live Oak .....	81.3	Steel Creek .....	149.0
White House .....	10.9	Suwannee .....	88.0	Capitola .....	151.5
Halsema .....	13.0	Dickert .....	88.6	Chaires .....	153.5
Otis .....	14.0	Falmouth .....	90.9	Perkins .....	160.5
Baldwin .....	18.7	Swann .....	94.0	Tallahassee .....	165.0
Mattox .....	22.7	Eliaville .....	94.7	Ocklocknee .....	173.4
Maccleenny .....	27.5	Lee's .....	102.2	Lawrences .....	174.0
Glen St. Mary .....	29.8	West Farm .....	104.4	Carsons .....	176.0
Drake .....	32.5	Madison .....	109.7	Midway .....	177.1
Sanderson .....	36.8	Champaign .....	114.8	Quincy .....	189.0
Olustee .....	46.7	Greenville .....	123.3	Gretna .....	194.3
Mt. Carrie .....	51.1	Linwood .....	127.0	Mt. Pleasant .....	197.7
Watertown .....	56.7	Aucilla .....	130.7	Jamison .....	200.5
Lake City .....	59.3	Drifton .....	138.2	River Junction .....	207.8

## Jacksonville to Tampa.

Jacksonville .....	0.0	Fiftone .....	22.4	Spring Park .....	95.0
West Jacksonville .....	3.3	Island Grove .....	80.5	Sumterville Junction .....	136.0
Marietta .....	7.4	Citra .....	83.0	Sumterville .....	138.2
Priceville .....	9.0	Meadows .....	85.5	Edenfield .....	140.0
White House .....	10.9	Sparr .....	88.5	Bushnell .....	142.0
Halsema .....	13.0	Factory Siding .....	90.0	St. Catherine .....	145.9
Otis .....	14.0	Vegetable Spur .....	91.0	Terrell .....	150.1
Baldwin .....	18.7	Anthony .....	91.8	Lacoochee .....	156.3



## SEABOARD AIR LINE RAILWAY—Continued.

Maxville .....	26.2	Oak .....	95.1	Owensboro .....	158.0
Mudge .....	32.0	Silver Springs Junction.....	97.7	Crescent .....	159.0
Highland .....	32.6	Silver Springs .....	99.6	Dade City .....	164.2
Hahoney .....	34.0	Ocala .....	101.5	Pasadena .....	166.7
Leghee .....	35.0	York Spur .....	103.0	Phelps .....	170.6
Lawtey .....	37.7	Orange Avenue .....	105.0	Greer .....	171.5
Horn .....	39.0	Millers .....	107.0	Zephyrhills .....	173.6
Temple .....	40.0	Santos .....	109.1	Bramlett .....	176.0
Starke .....	44.4	Pollys Mill .....	110.0	Knights .....	184.9
Reynolds .....	46.0	Thaggard .....	112.0	Plant City .....	188.9
Thurston .....	49.0	Bellevue .....	113.1	Turkey Creek .....	193.7
Hampton .....	50.7	Greenleaf .....	114.0	Sidney .....	195.4
Eddys Spur .....	52.0	Summerfield .....	117.3	Sand Brick .....	197.0
Navarre .....	54.0	South Lake Weir Junction...	117.3	Valrico .....	198.4
Waldo .....	56.3	Dallas .....	119.8	Dickinson .....	200.0
Maultsby .....	60.0	Oxford .....	122.8	Brandon .....	200.7
Eighty Nine .....	61.0	Harris Siding .....	125.0	Limona .....	201.7
Orange Heights .....	61.4	McRaneys .....	127.0	Pitts .....	204.0
Campv. Brick Track .....	65.0	Wildwood .....	127.4	Yeomans .....	206.7
Campville .....	65.4	Monarch .....	130.0	Fultons Spur .....	208.0
Goodwins .....	67.0	Hines .....	131.0	Tampa Northern Junction.....	209.4
Rex .....	68.0	Coleman .....	131.9	Ybor City .....	210.1
Hawthorne .....	70.5	Warnell .....	134.0	Tampa .....	211.0
Lochloosa .....	76.9	Panasoffkee .....	135.4		

## Jacksonville to Savannah.

Jacksonville .....	0.0	Duval .....	13.9	Becker .....	27.6
F. & J. Junction .....	4.2	Tisonia .....	17.0	Evergreen .....	30.6
Panama .....	6.7	Hedges .....	21.2	Savannah, Ga. ....	137.8
Eastport Junction .....	10.7	Yulee .....	24.1		

# Fernandina to Baldwin.

Fernandina .....	0.0	Italia .....	19.0	Inglehome .....	38.8
O'Neil .....	6.0	Callahan .....	27.2	Bryceville .....	41.0
Lofton .....	8.5	Crawford .....	31.6	Baldwin .....	47.2
Yulee .....	12.1	Dahoma .....	34.8		
Wilson .....	14.0	Verdie .....	37.0		

# Waldo to Cedar Key.

Waldo .....	0.0	Palmer .....	24.2	Dutton's Spur .....	52.0
Millican .....	3.4	Orchard .....	26.0	Gulf Hammock .....	53.0
Fingers Mill .....	5.0	Archer .....	28.2	Wylly .....	58.4
Fairbanks .....	7.0	Camps Spur .....	32.0	Rosewood .....	60.6
Dowds Spur .....	10.0	Albion .....	33.5	Dix .....	61.0
Gainesville .....	13.8	Meredith .....	34.4	Sumner .....	63.0
Millards .....	16.0	Bronson .....	37.5	Luckens .....	68.1
Daysville .....	17.6	Otelia .....	40.0	Suskins .....	69.0
Hammock Ridge .....	18.7	Lennon .....	43.6	Cedar Keys .....	70.8
Arrendondo .....	19.8	Otter Creek .....	49.3		
Kanapaha .....	21.0	Ellzey .....	51.0		

# Starke to Warnee.

Starke .....	0.0	LaCrosse .....	19.4	Central Junction .....	37.3
Pine Island .....	5.0	Getzens .....	20.2	Neals .....	41.3
Sampson Junction .....	6.4	Hainesworth .....	23.4	Williford .....	46.3
Wainwrights .....	7.6	A. C. L. Junction .....	25.3	Curtis .....	49.0
Clayno .....	10.1	Alachua .....	26.5	Bell .....	51.2
Atlantic .....	12.6	Hodges .....	29.3	Wannee .....	56.6
Brooker .....	14.6	Arno .....	32.6		
Thomasville .....	16.4	Buda .....	35.1		

# SEABOARD AIR LINE RAILWAY—Continued.

## Buda to Norwillis.

Buda .....	0.0	Vanes Pen .....	6.0	Williams .....	9.0
Mutual .....	2.0	Mersey .....	7.0	Frankphos .....	9.0
Thames Junction .....	5.0	Fleetnor .....	8.0	Norwillis .....	9.0

## Archer to Inverness

Archer .....	0.0	Montbrook .....	16.0	Blue Run.....	40.0
Eve .....	4.3	Morrison .....	19.5	Dunnellon .....	40.8
Raleigh .....	6.8	Standard .....	24.0	Blue Run Yard.....	40.0
Hodgson .....	9.0	Early Bird .....	26.8	Harrison .....	47.3
Gunnells .....	9.0	Eagle Mine.....	29.0	Johnsons .....	56.0
Williston .....	11.4	Hoyt .....	31.1	Inverness .....	58.6

## Wildwood to Orlando.

Wildwood .....	0.0	Sadie .....	14.6	Plymouth .....	36.8
Orange Home .....	3.1	Eldorado .....	14.8	Apopka .....	40.2
Bamboo .....	5.0	Cunninghams .....	16.0	Piedmont .....	43.1
Sprinks .....	6.6	Tavares .....	21.0	Toronto .....	44.5
Whitney .....	7.3	Ellsworth Junction .....	25.0	Hamilton .....	45.0
Mill Spur .....	8.0	Victoria .....	29.0	Lockhart .....	46.2
Montclair .....	9.0	Wallings .....	30.6	Fairvilla .....	49.5
Leesburg .....	11.3	Gainesboro .....	31.2	Modello Park .....	50.3
Sunnyside .....	14.0	Zellwood .....	32.8	Orlando .....	53.1
Birds .....	14.0	McDonald .....	35.1		

## Orlando to Lake Charm.

Orlando .....	0.0	Lakemont .....	7.0	O. W. & L. Track.....	14.0
Rowena .....	2.8	Lake Howell .....	9.0	Lawtons Pkg. House .....	15.9
Morse .....	4.0	Golden Rod .....	10.3	Ovelo .....	15.9
College Station .....	5.1	Bertha .....	11.0	Lake Charm .....	17.0

### Morrison to Ackert Spur

Winter Park .....	5.5	Gabriella .....	12.6		
Morrison .....	0.0	Ackert Spur.....	0.5		

### Turkey Creek to Venice.

Turkey Creek .....	0.0	Ellenton Junction .....	40.6	Bradentown .....	45.4
Durant .....	5.2	Ellenton .....	41.4	Orange Spur .....	47.0
Lithia .....	9.0	Harlee .....	42.0	Oneco .....	47.9
Boyette .....	11.1	Harrison .....	42.0	Tallavast .....	50.0
Burnetts Crossing .....	16.0	Springstead .....	42.0	Rardins .....	52.0
Balm .....	16.6	Palmetto Junction .....	41.9	Sarasota .....	54.4
Wimauma .....	20.2	Palmetto .....	43.2	Fruitville .....	58.2
Willow .....	26.0	Atwood Junction .....	43.0	Bee Ridge .....	61.8
Dickey .....	29.0	Manavista .....	44.0	Osprey .....	66.7
Parish .....	32.0	Terra Ceia Junction .....	39.0	Laurel .....	71.8
Erie .....	36.0	Terra Ceia .....	43.4	Nokomis .....	73.1
Vegetable .....	36.0	Manatee .....	44.2	Venice .....	74.5
Barber .....	40.0	Bradentown Junction .....	44.4		

### Plant City to Walinwa.

Plant City .....	0.0	Welcome .....	13.0	Polk Lake .....	31.1
Coronet Junction .....	2.2	Edeson Junction .....	13.0	Alturas .....	35.5
Coronet .....	3.5	Edeson .....	13.2	Peace Valley .....	40.3
Trapnell .....	4.2	Nichols .....	15.6	Lake Wales .....	44.5
Hopewell .....	6.4	Mulberry .....	19.2	Baynard .....	50.0
Alafia .....	8.5	Ridgewood .....	22.9	Hilderly .....	52.6
Keysville .....	10.4	Bartow .....	27.2	Walnwa .....	59.1
Welcome Junction .....	10.9	Pembroke Junction .....	28.2		

### Edeson Junction to Agricola.

Edeson Junction .....	0.0	Bradley Junction .....	7.2	Agricola .....	12.1
Stephens Spur .....	4.6	Macdowell .....	11.6		



# SEABOARD AIR LINE RAILWAY—Continued.

## Tampa to Brooksville

Tampa .....	0.0	Chapman .....	13.1	Weeks .....	39.1
Ybor City .....	1.9	Stemper .....	15.3	Ayers .....	39.7
T. N. Junction .....	2.2	Lutz .....	16.3	Powell .....	43.3
Gary .....	2.6	Deer Lake .....	17.8	Garrison .....	45.1
Parker .....	5.3	Denham .....	19.3	Salil .....	47.2
Hardee .....	5.8	Drexel .....	22.7	Tooke Lake Junction .....	47.6
Gulf Coast Junction .....	7.6	Fivay Junction .....	29.2	Brooksville .....	48.6
Flora .....	10.1	Greenfield .....	30.5		
Nowatney .....	11.1	Loyce .....	34.0		

## Brooksville to Centralia

Brooksville .....	0.0	Norman .....	6.4	Centralia .....	15.9
Tooke Lake Junction .....	1.0	Tooke Lake .....	13.4		
Wiscon .....	4.4	Long Lake .....	14.9		

## Tallahassee to St. Marks.

Tallahassee .....	0.0	Woodville .....	9.9	Wakulla .....	15.6
Belair .....	4.0	Ferrell .....	10.1	Burns .....	17.0
Luterloh .....	7.9	Vareen .....	12.8	St. Marks .....	20.4

## Tallahassee to Waylonzo.

Tallahassee .....	0.0	Rose .....	12.9	Walkers Springs .....	30.0
St. Marks Junction .....	2.9	Cay .....	19.0	Covington .....	32.3
Corey .....	10.3	Wacissa .....	21.3		
Walton .....	12.9	Leonton .....	23.6		



# Morrison to Holder.

Morrison .....	0.0	Eureka Mine .....	23.0	Syndicate No. 1 .....	29.0
Early Bird .....	6.0	Anderson Mine .....	23.0	Section No. 34 Mine .....	29.0
Blue Run Mine .....	20.0	Dunnellon .....	20.0	Section No. 26 Mine .....	33.0
Ray Mine .....	20.0	River Mine .....	21.0	Section No. 35 Mine .....	33.0
Dunnellon Mine .....	21.0	Section 20-A Mine .....	26.0	Inverness .....	38.0
Cullens Mine .....	21.0	Section 20-B Mine .....	26.0	Southern Mine .....	38.0
Marion Mine .....	21.0	Section 20-C Mine .....	26.0	Holder No. 1 Mine .....	40.0
Griggs Mine .....	21.0	Syndicate No. 3 .....	28.0	Holder No. 2 Mine .....	40.0

# Drifton to Monticello.

Drifton .....	0.0	Monticello .....	4.4		
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# South Dunnellon to Inglis.

Chatmar, A. C. L. Connection	0.0	Florida Power Co. Spur.....	11.0	Station A .....	8.0
Rockwell .....	1.0	Inglis .....	14.0	Station B .....	11.0
Station A .....	6.0	S. Dunnellon, S.A.L. Connec.	0.0	Florida Power Co.'s Spur.....	13.0
Station B .....	9.0	Rockwell .....	3.5	Inglis .....	16.0

# GEORGIA SOUTHERN AND FLORIDA RAILWAY.

## Palatka to Valdosta.

Palatka .....	0.0	Theresa .....	32.5	Winfield .....	80.0
A. C. L. Junction .....	1.0	Hampton .....	36.4	Suwannee Valley .....	82.8
Woodburn .....	7.6	Sampson City .....	42.1	White Springs .....	86.3
Carraway .....	10.6	New River .....	46.8	Winn .....	89.7
Baywood .....	13.0	Lake Butler .....	53.1	Genoa .....	93.2
Florahome .....	16.9	Gulfport .....	58.1	Jasper .....	103.8
Grandin .....	18.9	Lulu .....	63.7	Avoca .....	109.9
Putnam Hall .....	21.5	Jefferson .....	67.0	Jennings .....	115.3
Lake Geneva .....	26.1	Watertown .....	73.3	Melrose, Ga. ....	118.8
Brooklyn .....	28.2	Lake City .....	74.4	Valdosta, Ga. ....	134.4

# SEABOARD AIR LINE RAILWAY—Continued.

## Jacksonville to Macon.

Jacksonville .....	0.0	Kent .....	22.7	Ewing .....	56.2
J. & S. W. Crossing .....	3.6	St. George .....	26.9	Valdosta, Ga. ....	110.1
Hoyt .....	5.1	Clarking .....	31.8	Tifton, Ga. ....	156.6
King's Grove .....	7.5	Moniac .....	38.7	Macon, Ga. ....	261.8
Plummer .....	11.4	Baxter .....	39.5		
Crawford .....	17.7	Eddy .....	45.6		

## TAMPA & JACKSONVILLE RAILWAY.

Sampson City .....	0.0	Rocky Point .....	25.7	Hickman .....	41.5
Graham .....	4.5	Hailes Siding .....	28.3	Southside .....	42.4
Louise .....	5.8	Wacahoota .....	29.3	Dungarvin .....	43.4
Cyril .....	7.0	Lisman .....	30.0	Irvine .....	45.0
Bellamy .....	11.5	Clyatts .....	32.6	Williams Siding .....	46.0
Ellithorpe .....	16.0	Kirkwood .....	33.3	Fort Drane .....	46.3
A. C. L. Crossing .....	19.0	Tacoma .....	34.4	Fairfield .....	48.0
Gainesville .....	20.0	Micanopy .....	36.7	Cara .....	51.5
S. A. L. Crossing .....	20.3	Tuscawilla .....	39.2	Melton .....	52.5
Cannon's .....	24.5	Simonton .....	39.9	Emathla .....	56.0

## LIVE OAK, PERRY &amp; GULF RAILROAD.

Live Oak .....	0.0	Mayo Junction .....	20.7	Perry .....	44.0
S. A. L. Crossing .....	1.0	Day .....	22.0	Springdale .....	47.0
Starr .....	6.5	Silo .....	25.0	Hampton Springs .....	49.0
Mercer .....	8.5	Townsend .....	28.0	Murat Junction .....	54.0
Newburn .....	10.0	Smith .....	33.0	Waylonzo .....	60.0
Lancaster .....	14.0	Fenholloway .....	38.0	Loughridge .....	64.0
Dowling Park .....	17.0	Florida Ry. Crossing.....	39.0		
Chancey .....	18.0	Blue Creek Junction.....	40.0		

## Mayo Branch.

Mayo Junction .....	0.0	Peterson .....	8.3	Alton .....	14.3
Dell .....	4.8	Mayo .....	12.0		

LOUISVILLE & NASHVILLE.  
Pensacola Division.

Pensacola .....	0.0	Cottage Hill .....	16.5	Jacobi .....	29.0
Goulding .....	2.6	Quintette .....	18.9	McDavid .....	33.4
Brent .....	4.0	Molino .....	23.5	Thriffs .....	35.2
Olive .....	6.8	Noriagga .....	23.7	Bluff Springs .....	38.4
Roberts .....	11.4	Dolores .....	24.7	Pringe .....	40.2
Gonzales .....	12.6	Barth .....	25.7	Century .....	41.7
Cantonment .....	15.0	Pine Barren .....	27.3	Flomaton .....	43.7

P. & A. Division.

Pensacola .....	0.0				
Red Bluff .....	3.2	Deer Land .....	59.1	Hagerman .....	112.6
Bohemia .....	6.1	Claroy .....	61.5	Piney Grove .....	113.6
Gull Point .....	7.2	Ginsburg .....	63.5	Chipleay .....	116.4
Yniestra .....	7.8	Mossy Head .....	66.1	Macon .....	118.9
Escambia .....	8.8	Gradan .....	70.5	Aycock .....	122.2
Mulat .....	12.3	Bear Head .....	72.5	Cottondale .....	125.9
Harp .....	13.65	Pintado .....	74.5	Simla .....	128.5
Galt City .....	16.9	Tervin .....	78.5	Marianna .....	135.1
Bagdad Junction .....	18.7	DeFuniak Springs .....	78.9	Lulaton .....	137.6
Milton .....	19.5	Argyle .....	83.6	Lorena .....	140.6
Harold .....	29.6	Ponce de Leon .....	90.5	Criglar .....	142.6
Kenneth .....	36.0	Valle .....	93.9	Cypress .....	145.8
Holts .....	38.3	Gelder .....	96.9	Grand Ridge .....	149.1
Galliver .....	40.8	Westville .....	96.9	Inwood .....	152.6
Milligan .....	45.9	Caryville .....	99.5	Sneads .....	155.1
Crestview .....	50.1	Lone Pine .....	103.9	Chattahoochee River Ldg.....	159.6
Hinco .....	51.6	Bonifay .....	107.6	River Junction .....	160.7

Crestview to Florala.

Crestview .....	0.0	Pineway .....	13.5	Cowans .....	19.9
Auburn .....	4.6	Falco Junction .....	14.6	Svea .....	20.8
Caledonia .....	8.5	Williamson .....	15.0	Hoogstract .....	21.5
Campton .....	10.0	Laurel Hill .....	16.5	Florala, Ala.....	26.4

Alabama Division.

Graceville .....	0.0	Noma .....	6.7	Georgiana, Ala .....	100.1
Eleanor .....	3.0	High Note .....	11.6	Montgomery, Ala .....	159.4

**APALACHICOLA NORTHERN RAILROAD.**  
River Junction to Port St. Joe.

River Junction .....	0.0	Causey .....	31.0	Buck's Still .....	66.6
Dolan .....	7.9	Glio .....	31.7	Beverly .....	67.6
Hardaway .....	8.5	Adrem .....	33.0	Borrow Pit .....	69.6
Greensboro .....	12.7	Trump .....	33.9	Draw Bridge .....	75.5
Juniper .....	14.6	Liberty .....	34.2	Franklin .....	76.5
Guest .....	17.1	Deerhunt .....	37.7	Apalachicola .....	79.5
Sedalia .....	17.3	Vilas .....	39.5	Wye .....	82.5
Elmira .....	18.9	South Vilas .....	40.2	Tilton .....	83.5
Eddy .....	19.0	Zion .....	42.5	Odena .....	92.0
Millman .....	21.6	Wilma .....	46.0	Nulsen .....	95.0
Lowrey .....	23.5	Criglar .....	48.0	Niles .....	99.3
Hosford .....	26.9	Sumatra .....	56.0	Port St. Joe.....	102.3
Evans .....	29.3	Coline .....	60.0		
Telogia .....	29.5	Fort Gadsden .....	62.5		

276

**ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.**

Panama City .....	0.0	Saunders .....	24.24	Welchton .....	56.01
Millville Junction .....	2.27	Sherman .....	27.26	Jacobs .....	58.13
St. Andrews to Panama City	2.79	Fountain .....	28.40	Campbellton .....	61.94
Mill Bayou .....	6.67	Betts .....	31.72	State Line (Siding).....	65.48
Bayou George .....	10.50	Econfina .....	34.21	Madrid .....	67.87
Majette .....	12.28	Compass Lake .....	36.76	Hodgesville .....	70.89
Galco .....	14.79	Round Lake .....	41.14	Keyton .....	73.11
Cairo .....	15.48	Alford .....	43.95	Memphis .....	75.46
Nixon .....	17.56	Steele City .....	45.76	Carmichael .....	77.45
Youngstown .....	20.54	Cottondale .....	50.99	Dothan .....	81.35



# GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle .....	0.0	Raker Mill .....	31.0	Gibson .....	62.0
Lanark .....	5.0	Hilliardville .....	36.0	Havana .....	67.0
MacIntyre .....	13.0	Helen .....	38.0	Hinson .....	68.0
Curtis Mills .....	16.0	Spring Hill .....	40.0	Jamieson .....	71.0
Sopchoppy .....	19.0	S. A. L. Junction .....	49.0	Bainbridge, Ga. ....	90.0
Ashmore .....	21.0	Tallahassee .....	50.0	Arlington, Ga. ....	129.0
Millgrove .....	26.0	Saxon .....	54.0	Cuthbert, Ga. ....	156.0
Arran .....	29.0	Lake Jackson .....	59.0		

## Quincy Branch..

Havana .....	0.0	Littman .....	7.0	Quincy .....	11.0
Florence .....	5.0	Cory .....	9.0		

## SOUTH GEORGIA RAILWAY.

Hampton Springs .....	0.0	Sirmans .....	22.0	Lovett .....	43.0
Perry .....	5.0	Vickers .....	30.0	Quitman .....	54.0
Boyd .....	11.0	Greenville .....	31.0	Adel .....	82.0
Lake Bird .....	15.0	Dennett .....	36.0		
Shady Grove .....	17.0	Maysland .....	40.0		

# **GEORGIA & FLORIDA RAILWAY.**

Madison .....	0.0	Pinetta .....	10.4	Valdosta, Ga. ....	28.0
Hanson .....	7.3	Olympia, Ga. ....	14.6		

# **CHARLOTTE HARBOR AND NORTHERN RAILWAY.**

S. Boca Grande.....	0.0	Nocatee .....	47.0	Baird .....	84.2
Boca Grande.....	2.3	Arcadia .....	51.9	Cottman .....	86.2
Gasparilla .....	5.3	Bunker .....	54.7	Chicora .....	89.3
Placida .....	10.0	Kinsey .....	60.4	Bradley Junction .....	92.1
McCall .....	17.6	Limestone .....	61.9	Martin Junction .....	93.6
Southland .....	20.6	Bridges .....	65.1	Pierce .....	95.3
Murdock .....	26.5	Rector .....	67.1	Tiger Bay .....	96.2
Mars .....	28.5	Ona .....	69.7	Bruce .....	96.8
Platt .....	36.9	Vandolah .....	71.2	Ridgewood .....	101.3
Bogges .....	38.8	Ft. Green Springs.....	77.7	South Mulberry .....	98.7
Ft. Ogden .....	39.9	Ft. Green .....	79.5	Mulberry .....	99.9
Hull .....	42.6	Ft. Green Junction.....	80.0		

277

# **PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.**

Pensacola .....	0.0	Millview Junction .....	6.29	Millview .....	7.29
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# **PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.**

Millview Junction .....	0.0	Klondyke .....	6.3	Muscogee. ....	15.3
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# **OCKLAWAHA VALLEY RAILROAD.**

Ocala .....	0.0	Daisy .....	14.4	Rodman Junction .....	41.7
Silver Springs Junction .....	3.8	Ft. McCoy .....	18.8	Rodman .....	39.5
Silver Springs .....	5.8	Bay Lake .....	26.8	Stokely .....	48.1
Oak Junction .....	7.8	Orange Springs .....	30.8	O. N. Junction .....	52.1
Burbank .....	13.1	Kenwood .....	35.4	Palatka .....	53.7

# **TAVARES & GULF.**

Tavares .....	0.0	West Apopka .....	15.0	Tildenville .....	27.5
Ellsworth Junction .....	3.5	Montverde .....	18.0	Brayton .....	28.5
Astatula .....	7.5	Waits Junction .....	21.0	Winter Garden .....	29.0
Heatons .....	10.5	Killarney .....	24.5	Ocoee .....	31.4
Bear Spring .....	13.0	Oakland .....	26.5		

# **Waits Junction to Clermont.**

Waits Junction .....	0.0	Mohawk .....	3.0	Clermont .....	6.0
Crenshaw .....	1.0	Minneola .....	4.5		

# **MARIANNA & BLOUNTSTOWN RAILROAD.**

Marianna .....	0.0	Cox .....	13.5	Sharpston .....	35.0
Oak Dale .....	4.9	Altha .....	15.8	Gaskins Siding .....	40.0
Simsville .....	7.5	Blountstown .....	26.7	Scotts Ferry .....	42.0
Rock Creek .....	9.0	Old Blountstown .....	29.0		
Sink Creek .....	11.3	Flowers Still .....	31.0		

# FLORIDA EAST COAST RAILWAY.

Jacksonville to Key West.

Jacksonville .....	0.0	Volusia .....	99.0	Sarno .....	190.7
South Jacksonville .....	1.3	Tomoka .....	101.4	Melbourne .....	194.2
Bowden .....	4.6	Hotel Junction .....	104.0	Tillman .....	197.5
Sunbeam .....	9.4	Ormond Hotels .....	105.3	Malabar .....	199.9
Greenland .....	12.8	Ormond .....	104.2	Valkaria .....	203.0
Bayard .....	15.2	Holly Hill .....	107.0	Grant .....	205.6
Durbin .....	20.6	Daytona .....	109.7	Micco .....	209.2
Woodland .....	24.2	Blake .....	112.5	Roseland .....	212.4
Sampson .....	27.3	Port Orange .....	114.7	Sebastian .....	214.5
Magnolia Grove .....	31.5	Spruce Creek .....	119.5	Wabasso .....	219.3
Baker Siding .....	34.8	Turnbull Bay .....	121.3	Quay .....	221.9
St. Augustine .....	36.7	New Smyrna .....	124.6	Gifford .....	225.5
Dean Siding .....	37.3	Fawks Park .....	127.1	Vero .....	227.8
Hurds .....	44.2	Hucomer .....	131.2	Oslo .....	231.1
Elkton .....	47.1	Oak Hill .....	136.4	Viking .....	234.6
Armstrong .....	49.0	Lyrata .....	143.5	St. Lucie .....	238.9
Holy Branch .....	51.1	East Mims .....	150.3	Ft. Pierce .....	241.6
Hastings .....	53.7	Titusville .....	154.4	White City .....	246.3
Orange Mills .....	57.4	Indian River .....	157.6	Eldred .....	247.2
East Palatka .....	61.4	Pritchards .....	157.7	Ankona .....	249.0
San Mateo Junction .....	62.8	Siwashe .....	162.6	Walton .....	252.4
Yelvington .....	66.6	Frontenac .....	165.4	Eden .....	254.4
Roy .....	68.8	Sharpes .....	167.4	Jensen .....	256.8
Dinner Island .....	76.4	City Point .....	169.3	Rio .....	258.8
Neoga .....	81.2	Cocoa .....	173.1	Gosling .....	260.5
Espanola .....	82.3	Rockledge .....	174.6	Stuart .....	261.4
Bunnell .....	86.6	Bonaventure .....	179.4	Salerno .....	266.5
Dupont .....	90.1	Bugbee .....	182.7	Fruita .....	268.7
Harwood .....	97.6	Eau Gallie .....	189.8		

**FLORIDA EAST COAST RAILWAY—Continued.**

Jomez .....	272.2	Biscayne .....	359.0	Plantation .....	434.1
Aobe Sound .....	274.7	Little River .....	360.6	Quarry .....	438.6
Likely .....	277.8	Lemon City .....	361.8	Islamorada .....	440.1
Tropic .....	279.3	Buena Vista .....	363.2	Central Supply .....	444.0
Jupiter .....	283.3	Miami .....	365.6	Indian Key .....	445.2
Prairie .....	290.5	Cocoanut Grove .....	370.9	Crevalo .....	447.6
Riveria .....	295.3	Larkin .....	373.8	Cooks Siding .....	450.6
West Palm Beach .....	299.0	Kendal .....	376.4	Crescent .....	455.1
Royal Poinciana .....	299.7	Benson .....	378.6	Long Key .....	457.3
Breakers .....	300.3	Keys .....	379.5	Toms Harbor .....	461.7
Lake Worth .....	306.2	Rockdale .....	380.2	Grassy .....	464.4
Lantana .....	308.3	Perrine .....	381.6	Vaca .....	470.9
Hypoluxo .....	309.4	Peters .....	382.5	Marathon .....	474.1
Boynton .....	312.2	Goulds .....	385.8	Knights Key Dock .....	476.8
Delray .....	316.9	Black Point .....	386.7	Bahia Honda .....	485.1
Yamato .....	321.4	Princeton .....	387.7	Spanish Harbor .....	488.7
Boca Ratone .....	324.5	Naranja .....	389.4	Big Pine .....	491.9
Deerfield .....	327.0	Modello .....	391.5	Ramrod Key .....	495.8
Pompano .....	333.1	Homestead .....	393.9	Cudjoo .....	499.9
Colohatchee .....	338.3	Florida City .....	395.6	Sugarloaf .....	502.9
Fort Lauderdale .....	341.2	Wooddall Siding .....	401.6	Chase .....	506.0
Dania .....	345.9	Everglade .....	408.3	Big Cappitt .....	512.2
Hallandale .....	350.6	Jewfish .....	415.4	Stock Island .....	518.5
Ojus .....	353.3	Key Largo .....	417.3	Key West .....	522.0
Fulford .....	354.7	Rock Harbor .....	424.4		
Arch Creek .....	357.4	Tavernier .....	431.0		

**New Smyrna to Orange City Junction.**

New Smyrna .....	0.0	Rogers .....	15.5	Orange City .....	25.5
Glencoe .....	3.2	Bond's Spur .....	17.6	Orange City Junction .....	27.6
Briggsville .....	8.2	Lake Helen .....	20.7		



# Titusville to Enterprise Junction.

Indian Spring .....	10.0	Twin Oaks .....	24.4		
Titusville .....	0.0	Aurantia .....	9.4	Osteen .....	29.5
Lagrange .....	2.1	Maytown .....	16.8	Garfield .....	33.8
Mims .....	4.3	Cow Creek .....	21.2	Enterprise .....	36.3
Turnbull .....	7.5	Farmton .....	23.5	Enterprise Junction .....	40.1
Turnbull Junction .....	8.0	Kalamazoo .....	27.0		

# Jacksonville to Mayport.

Jacksonville .....	0.0	Center Park .....	10.7	Atlantic Beach .....	20.3
South Jacksonville .....	1.3	San Pablo .....	14.6	Manhattan Beach .....	22.6
St. Nicholas .....	2.7	Pablo Beach .....	17.3	Burnside Beach .....	23.0
Springs Glen .....	4.1	Manatee Avenue .....	18.0	East Mayport .....	23.9
Hogan .....	6.1	Cashens .....	19.2	Mayport .....	25.4

# East Palatka to San Mateo.

East Palatka .....	0.0	Howard's Ridge .....	2.6		
San Mateo Junction.....	1.4	San Mateo .....	4.1		

# East Palatka to Palatka.

East Palatka .....	0.0	Water Street, Palatka .....	2.1	Palatka Station .....	2.7
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**FLORIDA EAST COAST RAILWAY—Continued.**  
**New Smyrna to Okeechobee.**

New Smyrna .....	0.0	Wewahootee .....	51.5	Yeehaw .....	106.1
Creighton .....	9.5	Salofka .....	59.1	Osowaw .....	112.6
Maytown .....	17.6	Tohopkee .....	64.9	Fort Drum .....	118.9
St. Johns River .....	23.8	Holopaw .....	71.2	Hilolo .....	122.9
Geneva .....	28.8	Illahaw .....	79.8	Efaw .....	127.7
Chuluota .....	35.9	Nittaw .....	84.7	Opal .....	131.8
Lake Pickett .....	39.4	Kenansville .....	90.0	Okeechobee .....	139.1
Bithlo .....	42.2	Apoxsee .....	96.1		
Pocataw .....	47.1	Lokosee .....	99.9		

**TAMPA & GULF COAST RAILWAY**  
**Tampa to St. Petersburg**

Tampa .....	0.0	Tarpon Springs Junction....	15.4	Baskin .....	38.3
Ybor City .....	1.9	Bridgeport .....	23.7	Indian Beach Junction.....	38.5
Gary .....	2.6	Espiritu Santo Springs.....	26.2	Woodrow .....	39.4
Parker .....	5.3	Dellwood .....	27.3	Oakhurst .....	42.2
Hardee .....	5.8	Coachman .....	29.2	Seminole .....	43.4
Gulf Coast Junction.....	7.6	Clearwater .....	33.7	Tyrone .....	46.5
Sulphur Springs .....	8.0	Bellaire .....	35.0	Davista .....	49.1
Goldstein .....	10.4	Largo .....	36.9	Gulfport .....	51.3
Lake View .....	11.5	Annona .....	37.0	St. Petersburg .....	54.8

**Tarpon Springs Junction to Tarpon Springs**

Tarpon Springs Junction....	0.0	Cosme .....	5.1	Kimbrough .....	15.2
Lynn .....	1.0	Lake Fern .....	8.6	Lake Villa .....	18.5
Spivey .....	1.9	Gulf Pine .....	10.3	Tarpon Springs .....	21.5
Citrus Park .....	2.8	Keystone Colony .....	13.8		

**Lake Villa to Port Richey**

Lake Villa .....	0.0	Elfers .....	4.6		
Sans Souci .....	4.0	Port Richey .....	7.2		

# LAKE HANCOCK & CLERMONT RAILROAD.

Carters .....	0.0	Archbold .....	8.0	Lake Agnes .....	15.0
Lehman .....	5.0	Morse .....	10.0	Nettie .....	24.0

# FELLSMERE RAILROAD.

Sebastian .....	0.0	Kitching .....	3.7	Fellsmere .....	9.9
		River Bridge .....	5.4		

# FLORIDA, ALABAMA & GULF RAILROAD.

Galliver .....	0.0	Hilton .....	10.0	Mountain City .....	20.0
Baker .....	6.0	Blackman .....	15.0	Wing .....	24.0
Givens Junction .....	9.0	Blackman Junction .....	16.0	Falco, Ala. ....	25.0

283

# OCALA & SOUTHWESTERN RAILROAD.

Ocala .....	0.0	Ray .....	6.0		
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# BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

## Chipley to South Port.

Chipley .....	0.0	Macom .....	16.0	Gothie .....	27.0
Washington .....	5.0	Tiller .....	19.0	Lake Meriel .....	30.0
Everett .....	8.5	Greenhead .....	20.5	Vicksburg .....	34.5
Wausau .....	11.0	Riverside .....	22.0	South Port .....	38.0

# GULF, FLORIDA AND ALABAMA RAILWAY.

Pensacola .....	0.0	Cantonment .....	17.9	Earnestville .....	34.5
West Pensacola .....	3.7	Muscogee .....	21.82	McKinnonville .....	35.9
Goulding Spur .....	5.7	Gateswood Junction .....	25.2	Buck Eye .....	41.9
Roberts .....	13.3	Barrineau Park .....	28.6	Walnut Hill .....	43.5
Gonzales .....	15.1	Tenile .....	31.8	Pine Forest .....	47.3

## MELROSE RAILROAD

Davis Siding .....	0.0	Melrose .....	6.5		
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## EAST AND WEST COAST RAILWAY.

Bradentown .....	0.0	St. Claire .....	21.4	Tryon .....	42.4
Bradentown Junction .....	1.0	Parmelee .....	24.5	Nocatee Junction .....	44.1
Manatee .....	1.3	Myakka City .....	28.5	Belgium .....	47.0
East Manatee .....	3.2	East Myakka .....	29.4	Arcadia .....	50.3
Alsace .....	5.1	Parktoyn .....	35.2		
Lorraine .....	11.7	Pine Level .....	40.6		

## MADISON SOUTHERN RAILWAY.

Madison .....	0.0	Lillian .....	5.0	aco .....	7.0
Weston .....	4.0	Alamo .....	6.0		

## PELHAM & HAVANA RAILROAD.

Havana, Fla. ....	0.0	Calvary, Ga. ....	9.0	Gradyville, Ga. ....	21.0
Hinson, Fla. ....	2.0	Reno, Ga. ....	14.0	Cairo, Ga. ....	24.0
Darsey, Fla. ....	5.0	Cranford, Ga. ....	18.0		

## SOUTH FLORIDA & GULF RAILROAD.

Kenansville .....	0.0	Pine Island .....	15.0	Prairie Ridge .....	22.6
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# STATISTICS



## **TELEPHONE, TELEGRAPH AND STEAMBOAT COMPANIES.**

The statistics of Telephone and Steamboat Companies as shown below are not altogether in line as to correctness and completeness. But they are the best the Commissioners could make up from reports made to them by these companies. It has, indeed, been a difficult task to get from many telephone and steamboat companies complete and accurate reports, within the time between the closing of the year and this report. However, we hope that a new system of keeping accounts and records by these companies for the next year will bring better results.

# TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA.

NAME OF COMPANY	Location of Exchanges	NUMBER OF STATIONS JUNE 30, 1916					
		Ex- change	Rural	Exten- sion	Farmer *1	P. B. X. *2	Total
Alachua Telephone Co.....	Alachua .....	48	43	.....	.....	.....	91
Apalachicola Telephone Co.....	Apalachicola .....	89	4	.....	.....	.....	93
Apopka Telephone Co.....	Apopka .....	45	46	3	.....	.....	94
Baker County Telephone Co.....	Macclenny .....	.....	45	.....	.....	.....	45
Barfield Telephone Co.....	Altha.....	No report for June 30, 1916					
Bonifay Telephone Co.....	Bonifay .....	100	43	2	.....	.....	145
Bradford County Telephone Co.....	Brooker .....	10	43	.....	.....	.....	53
Brevard County Telephone Co.....	Cocoa .....	66	106	6	.....	.....	178
	Fort Pierce .....	144	82	4	5	.....	235
	Jensen .....	20	30	.....	.....	.....	50
	Melbourne .....	29	35	3	.....	.....	67
	New Smyrna .....	103	17	1	16	.....	137
	Titusville .....	59	16	3	17	.....	95
Bunnell Telephone Co.....	Bunnell .....	15	39	.....	.....	.....	54
Bristol Telephone Co.....	Bristol .....	10	6	.....	.....	.....	16
Callahan Telephone Co.....	Callahan .....	26	21	.....	.....	.....	47
Carrabelle Telephone Co.....	Carrabelle .....	27	14	.....	4	.....	45
Clermont Telephone Co.....	Clermont .....	31	22	.....	.....	.....	53
Cottdendale Telephone Co.....	Cottdendale .....	47	27	.....	.....	.....	74
Crescent City Telephone Co.....	Crescent City .....	62	8	.....	.....	.....	70
Crystal River Telephone Co.....	Crystal River .....	33	9	.....	.....	.....	42
Dania Telephone Co.....	Dania .....	Commenced operations December 12, 1916					
Dade County Telephone Co.....	Homestead .....	81	83	3	.....	.....	167
Daytona Telephone Co.....	Daytona .....	Toll only.					

DeFuniak Springs Telephone Co.....	DeFuniak Springs .....	191	18	1	.....	.....	210
	Laurel Hill .....	17	8	.....	.....	.....	25
DeSoto County Telephone Co.....	Punta Gorda .....	95	37	7	.....	.....	139
East Florida Telephone Co.....	Dunnellon .....	65	.....	1	.....	.....	66
	Gainesville .....	102	.....	.....	.....	.....	102
	Brooksville .....	139	.....	3	.....	.....	142
	Webster .....		Switching Toll Station.				
East Florida Telephone Co.....	Daytona .....	479	21	27	.....	.....	527
Enterprise Telephone Co.....	Enterprise .....	6	1	.....	.....	.....	7
Everglade Telephone Co.....	Davie .....	14	3	.....	.....	.....	17
Florida Telephone Co.....	Branford .....	15	24	.....	.....	.....	39
	Jasper .....	81	15	2	.....	.....	98
	Welborn .....	11	32	.....	15	.....	58
	Jennings .....	9	4	.....	.....	.....	13
	White Springs .....	59	14	.....	.....	.....	73
	Live Oak .....	272	51	4	.....	.....	327
	Mayo .....	44	8	.....	18	.....	70
	O'Brien .....	3	32	.....	.....	.....	35
Fort Lauderdale Telephone Co.....	Fort Lauderdale .....	111	1	3	.....	.....	115
Fort Meade Telephone Co.....	Fort Meade .....	178	29	3	.....	.....	210
Gulf Telephone Co.....	Greenville .....	37	10	1	2	.....	50
	Perry .....	150	53	6	11	.....	220
Gulf Telephone and Telegraph Co...	Milton .....	107	63	2	.....	.....	172
Hastings Telephone Co.....	Hastings .....	29	93	5	.....	.....	127
Highland Telephone Co.....	Dundee .....	11	9	.....	.....	.....	20
	Frost Proof .....	31	20	.....	.....	.....	51
	Haines City .....	30	8	2	.....	.....	40
	Lake Wales .....	34	5	5	.....	.....	44
High Springs Telephone Co.....	High Springs .....	64	16	.....	.....	.....	80
Home Telephone Co.....	Jacksonville .....	2,549	.....	290	.....	7	2,846
Interlachen Telephone Co.....	Interlachen .....	16	28	.....	.....	.....	44

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA—Continued.

NAME OF COMPANY	Location of Exchanges	NUMBER OF STATIONS JUNE 30, 1916					
		Ex- change	Rural	Exten- sion	Farmer *1	P. B. X. *2	Total
Kissimmee Telephone Co.....	Kissimmee .....	349	16	.....	.....	.....	365
	St. Cloud .....	62	9	.....	.....	.....	71
Lake Butler Telephone Co.....	Lake Butler .....	66	38	.....	.....	.....	104
Lake County Telephone Co.....	Eustis .....	120	12	3	.....	.....	135
	Groveland .....	7	10	.....	.....	.....	17
	Mt. Dora .....	23	5	.....	.....	.....	28
	Tavares .....	45	2	1	.....	.....	48
Lake Helen Telephone Co.....	Lake Helen.....	No report received for June 30, 1916					
Lake Region Telephone Co.....	Auburndale .....	34	.....	.....	.....	.....	34
	Winter Haven .....	267	68	3	.....	.....	338
Lawtey Telephone Co.....	Lawtey .....	44	11	.....	.....	.....	55
Leesburg Telephone Co.....	Leesburg .....	186	70	7	.....	.....	263
Lee County Telephone Co.....	Fort Myers .....	260	46	.....	.....	.....	306
Madison Telephone Co.....	Madison .....	134	31	3	.....	.....	168
Magill Telephone Co.....	La Belle .....	14	2	.....	8	.....	24
Marianna Telephone Co.....	Marianna .....	208	38	.....	.....	.....	246
Malone Telephone Co.....	Malone .....	22	10	.....	.....	.....	32
Miami Telephone Co.....	Miami .....	1,156	44	140	.....	.....	1,340
Molino Telephone Co.....	Molino .....	37	5	.....	1	.....	43
Monticello Telephone Co.....	Monticello .....	143	15	2	.....	.....	160
Montverde Telephone Co.....	Montverde .....	6	4	.....	.....	.....	10
McIntosh Telephone Co.....	McIntosh .....	32	22	1	61	.....	116
Noma Telephone Co.....	Noma .....	56	.....	.....	.....	.....	56
Ocala Telephone Co.....	Ocala .....	474	53	53	41	79	700
Pasco Telephone Co.....	Dade City .....	143	105	3	.....	.....	251

Peninsular Telephone Co.....	Bartow .....	346	35	28	.....	.....	409
	Bradentown .....	636	33	29	.....	5	703
	Clearwater .....	244	108	13	.....	.....	365
	Lakeland .....	672	40	33	.....	127	872
	Largo .....	31	53	.....	.....	.....	84
	Mulberry .....	80	26	1	.....	.....	107
	Palmetto .....	189	180	5	.....	.....	374
	Plant City .....	362	58	18	.....	.....	438
	Sarasota .....	230	63	10	.....	.....	303
	Pt. Tampa and Tampa	4,718	98	174	.....	676	5,666
	Tarpon Springs .....	168	52	2	.....	.....	222
Zephyr Hills..... Included in Plant City Exchange figures.							
Ponce DeLeon Telephone Co.....	Ponce DeLeon .....	22	23	.....	35	.....	80
Quincy Telephone Co.....	Quincy .....	270	104	11	.....	.....	385
Riverside Telephone Co.....	Blountstown .....	42	16	.....	.....	.....	58
Ruskin Telephone Co.....	Ruskin .....	.....	21	.....	.....	.....	21
Scott Telephone Co.....	Arcadia .....	298	143	13	.....	.....	454
	Avon Park .....	31	26	.....	.....	.....	57
	Bowling Green .....	21	21	1	.....	.....	43
Sorrento Telephone Co.....	Wauchula .....	124	85	2	.....	.....	211
	Sorrento .....	7	1	.....	.....	.....	8
	Chipley .....	137	21	.....	6	.....	164
Southern Bell Tel. and Tel. Co.....	DeLand .....	361	30	7	31	4	433
	Fernandino .....	167	7	11	2	.....	187
	Gainesville .....	579	30	16	14	.....	639
	Geneva .....	8	32	.....	.....	.....	40
	Graceville .....	40	4	.....	9	.....	53
	Green Cove Springs..	135	1	2	22	.....	160
	Havana .....	13	14	.....	.....	.....	27
	Jacksonville .....	8,044	61	985	31	1,636	10,757
	Key West .....	664	.....	71	.....	.....	735



TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA—Continued.

NAME OF COMPANY	Location of Exchanges	NUMBER OF STATIONS JUNE 30, 1916					
		Ex- change	Rural	Exten- sion	Farmer *1	P. B. X. *2	Total
	Lake City .....	229	14	9	34	.....	286
	Lynn Haven .....	40	1	1	.....	.....	42
	Micanopy .....	63	30	.....	14	.....	107
	Orlando .....	710	58	40	23	7	838
	Oveido .....	24	6	.....	.....	.....	30
	Pablo Beach .....	26	1	.....	.....	.....	27
	Panama City .....	95	15	4	.....	.....	114
	Palatka .....	356	67	30	27	.....	480
	Pensacola .....	1,799	68	198	71	209	2,345
	St. Andrews .....	50	1	.....	.....	.....	51
	St. Augustine .....	588	4	34	5	22	653
	Sanford .....	364	86	23	.....	.....	473
Southern Tel. and Construction Co..	Tallahassee .....	438	87	33	4	.....	562
Starke Telephone Co.....	Starke .....	125	37	1	.....	.....	163
Umatilla Telephone Co.....	Umatilla .....	136	24	.....	.....	.....	160
Weirsdale Telephone Co.....	Weirsdale .....	3	19	.....	.....	.....	22
West Coast Telephone Co.....	St. Petersburg .....	981	166	43	.....	54	1,244
West Palm Beach Telephone Co.....	Del Ray .....	27	13	.....	.....	.....	40
	Stuart .....	44	8	.....	.....	.....	52
	West Palm Beach....	344	46	20	.....	.....	410
Williston Telephone Co.....	Williston .....	43	22	.....	.....	.....	66
Winter Park Telephone Co.....	Winter Park .....	84	44	7	.....	8	143

Total Number of Working Subscribers Stations—

Class "A" Companies.	22,168	1,297	1,744	289	2,686	28,184
Class "B" Companies.	3,705	44	430	.....	7	4,186
*3 Class "C" Companies.	5,358	1,293	234	116	133	7,134
Class "D" Companies.	3,859	1,527	70	122	8	5,587
Grand Total.....	35,090	4,161	2,478	527	2,834	45,091

	Class "A"	Class "B"	Class "C"	Class "D"
Number of Companies .....	2	2	12	55
*3 Number of Exchanges .....	36	2	36	61

\*1 Farmer Stations are those which are owned by others than the Telephone Companies.

\*2 P. B. X. Stations are those on Private Branch Exchanges and include Stations owned by private parties as well as those owned by the Telephone Companies.

\*3 The number of Class "C" Company Exchanges includes the Dade City Exchange of the Lake County Telephone Co., although same was operated by the Lake County Telephone Co. only 9 months of the year.

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA—Continued.

NAME OF COMPANY	Location of Exchanges	NUMBER OF STATIONS DECEMBER 31, 1916					
		Ex- change	Rural	Exten- sion	Farmer *1	P. B. X. *2	Total
Alachua Telephone Co.....	Alachua .....	46	47	.....	.....	.....	93
Apalachicola Telephone Co.....	Apalachicola .....	94	4	.....	.....	.....	98
Apopka Telephone Co.....	Apopka .....	53	51	.....	.....	.....	104
Baker County Telephone Co.....	Macclenny .....	.....	59	.....	.....	.....	59
Barfield Telephone Co.....	Altha .....	8	64	.....	.....	.....	72
Bonifay Telephone Co.....	Bonifay .....	102	44	1	.....	.....	147
Bradford County Telephone Co.....	Brooker .....	11	41	.....	.....	.....	52
Brevard County Telephone Co.....	Cocoa .....	76	115	7	.....	.....	198
	Fort Pierce .....	154	87	1	5	.....	247
	Jensen .....	21	31	1	1	.....	54
	Melbourne .....	35	38	3	.....	.....	76
	New Smyrna .....	115	21	2	16	.....	154
	Titusville .....	56	14	2	15	.....	87
Bunnell Telephone Co.....	Bunnell .....	21	28	.....	.....	.....	49
Bristol Telephone Co.....	Bristol .....	5	9	.....	.....	.....	14
Callahan Telephone Co.....	Callahan .....	33	21	.....	.....	.....	54
Carrabelle Telephone Co.....	Carrabelle .....	28	9	.....	.....	.....	37
Clermont Telephone Co.....	Clermont .....	62	.....	.....	.....	.....	62
Cottondale Telephone Co.....	Cottondale .....	47	19	.....	.....	.....	66
Crescent City Telephone Co.....	Crescent City .....	73	8	.....	.....	.....	81
Crystal River Telephone Co.....	Crystal River .....	23	9	.....	.....	.....	32
Dania Telephone Co.....	Dania .....	32	.....	.....	.....	.....	32
Dade County Telephone Co.....	Homestead .....	79	110	4	.....	.....	193
Daytona Telephone Co.....	Daytona .....						

Toll only.

DeFuniak Springs Telephone Co.....	DeFuniak Springs .....	191	10	1	.....	.....	202
	Laurel Hill .....	12	5	.....	.....	.....	17
DeSoto County Telephone Co.....	Punta Gorda .....	108	42	13	.....	.....	163
East Florida Telephone Co.....	Dunellon .....	68	.....	2	.....	.....	70
	Gainesville .....	164	.....	.....	.....	.....	164
	Brooksville .....	146	.....	3	.....	.....	149
	Webster .....						
	Switching Toll Station.						
East Florida Telephone Co.....	Daytona .....	498	17	27	.....	.....	542
Enterprise Telephone Co.....	Enterprise .....	4	1	.....	.....	.....	5
Everglade Telephone Co.....	Davie .....	23	5	.....	.....	.....	28
Florida Telephone Co.....	Branford .....	15	24	.....	2	.....	41
	Jasper .....	84	12	.....	.....	.....	96
	Welborn .....	11	37	.....	15	.....	63
	Jennings .....	9	4	.....	.....	.....	13
	White Springs .....	63	16	.....	.....	.....	79
	Live Oak .....	288	53	2	.....	.....	343
	Mayo .....	40	10	.....	18	.....	68
	O'Brien .....	3	39	.....	.....	.....	42
Fort Lauderdale Telephone Co.....	Fort Lauderdale .....	140	.....	4	.....	.....	144
Fort Meade Telephone Co.....	Fort Meade .....	180	31	2	.....	.....	213
Gulf Telephone Co.....	Greenville .....	32	10	.....	.....	.....	42
	Perry .....	175	45	3	16	.....	239
Gulf Telephone and Telegraph Co...	Milton .....	110	65	.....	.....	.....	175
Hastings Telephone Co.....	Hastings .....	30	98	4	.....	.....	132
Highland Telephone Co.....	Dundee .....	10	14	.....	.....	.....	24
	Frost Proof .....	33	20	.....	.....	.....	53
	Haines City .....	33	9	2	.....	.....	44
	Lake Wales .....	37	7	11	.....	.....	55
High Springs Telephone Co.....	High Springs .....	66	12	.....	.....	.....	78
Home Telephone Co.....	Jacksonville .....	1,932	.....	266	.....	14	2,212
Interlachen Telephone Co.....	Interlachen .....	16	26	.....	.....	.....	42

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA—Continued.

NAME OF COMPANY	Location of Exchanges	NUMBER OF STATIONS DECEMBER 31, 1916					
		Ex- change	Rural	Exten- sion	Farmer *1	P. B. X. *2	Total
Kissimmee Telephone Co.....	Kissimmee .....	289	29	23	.....	.....	341
	St. Cloud .....	81	.....	.....	.....	.....	81
Lake Butler Telephone Co.....	Lake Butler .....	83	59	1	.....	.....	143
Lake County Telephone Co.....	Eustis .....	141	19	2	.....	.....	162
	Groveland .....	6	9	.....	.....	.....	15
	Mt. Dora .....	29	4	1	.....	.....	34
	Tavares .....	50	4	2	.....	.....	56
Lake Helen Telephone Co.....	Lake Helen.....	No report received for December 31, 1916					
Lake Region Telephone Co.....	Auburndale .....	16	.....	.....	.....	.....	16
	Winter Haven .....	193	74	.....	.....	.....	267
Lawtey Telephone Co.....	Lawtey .....	47	17	2	2	.....	68
Leesburg Telephone Co.....	Leesburg .....	217	75	6	.....	.....	298
Lee County Telephone Co.....	Fort Myers .....	276	46	3	.....	.....	325
Madison Telephone Co.....	Madison .....	137	38	5	.....	.....	180
Magill Telephone Co.....	La Belle .....	18	4	.....	10	.....	32
Marianna Telephone Co.....	Marianna .....	209	40	2	.....	.....	251
Malone Telephone Co.....	Malone .....	18	11	.....	.....	.....	29
Miami Telephone Co.....	Miami .....	1,409	54	163	.....	78	1,704
Molino Telephone Co.....	Molino .....	37	5	.....	1	.....	43
Monticello Telephone Co.....	Monticello .....	143	15	2	.....	.....	160
Montverde Telephone Co.....	Montverde .....	3	2	.....	.....	.....	5
McIntosh Telephone Co.....	McIntosh .....	37	27	1	61	.....	126
Noma Telephone Co.....	Noma .....	57	.....	.....	5	.....	62
Ocala Telephone Co.....	Ocala .....	494	49	55	.....	79	677
Pasco Telephone Co.....	Dade City .....	144	105	3	.....	.....	252



Peninsular Telephone Co.....	Bartow .....	366	54	16	.....	.....	436
	Bradentown .....	865	222	87	.....	5	1,179
	Clearwater .....	284	162	26	.....	.....	472
	Lakeland .....	719	59	37	.....	129	944
	Largo .....	Included in Clearwater Exchange figures.					
	Mulberry .....	88	26	5	.....	.....	119
	Palmetto .....	Included in Bradentown Exchange figures.					
	Plant City .....	322	127	15	.....	.....	464
	Sarasota .....	241	69	21	.....	.....	331
	Pt. Tampa and Tampa	4,963	99	248	.....	792	6,102
	Tarpon Springs .....	173	54	18	.....	.....	245
	Zephyr Hills.....	Included in Plant City Exchange figures.					
Ponce DeLeon Telephone Co.....	Ponce DeLeon .....	23	10	.....	.....	.....	33
Quincy Telephone Co.....	Quincy .....	274	100	22	.....	.....	396
Riverside Telephone Co.....	Blountstown .....	29	16	.....	.....	.....	45
Ruskin Telephone Co.....	Ruskin .....	.....	21	.....	.....	.....	21
Scott Telephone Co.....	Arcadia .....	306	143	14	.....	.....	463
	Avon Park .....	39	31	.....	.....	.....	70
	Bowling Green .....	23	20	.....	.....	.....	43
	Wauchula .....	112	94	.....	.....	.....	206
Sorrento Telephone Co.....	Sorrento .....	6	4	.....	.....	.....	10
Southern Bell Tel. and Tel. Co.....	Chipley .....	134	13	.....	6	.....	153
	DeLand .....	348	68	14	.....	.....	430
	Fernandino .....	179	3	14	2	.....	198
	Gainesville .....	620	33	21	40	.....	714
	Geneva .....	8	26	.....	.....	.....	34
	Graceville .....	45	5	.....	12	.....	62
	Green Cove Springs..	140	1	1	19	.....	161
	Havana .....	7	16	.....	.....	.....	23
	Jacksonville .....	8,681	163	1,072	43	1,917	11,867
	Key West .....	706	.....	78	.....	.....	784

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA—Continued.

NAME OF COMPANY	Location of Exchanges	NUMBER OF STATIONS DECEMBER 31, 1916					
		Ex- change	Rural	Exten- sion	Farmer *1	P.B.X. *2	Total
	Lake City .....	237	15	9	35	.....	296
	Lynn Haven .....	47	1	1	.....	.....	49
	Micanopy .....	63	31	.....	15	.....	109
	Orlando .....	837	42	50	21	219	1,169
	Oveido .....	30	.....	.....	.....	.....	30
	Pablo Beach .....	22	1	.....	.....	.....	23
	Panama City .....	102	15	6	.....	.....	123
	Palatka .....	373	81	22	29	.....	505
	Pensacola .....	1,823	90	213	71	256	2,453
	St. Andrews .....	51	1	.....	.....	.....	52
	St. Augustine .....	652	6	44	5	358	1,065
	Sanford .....	490	11	21	.....	.....	522
Southern Tel. and Construction Co..	Tallahassee .....	472	90	35	5	.....	602
Starke Telephone Co.....	Starke .....	136	3	1	.....	.....	140
Umatilla Telephone Co.....	Umatilla .....	159	11	2	.....	.....	172
Weirsdale Telephone Co.....	Weirsdale .....	17	.....	.....	.....	.....	17
West Coast Telephone Co.....	St. Petersburg .....	1,191	265	88	.....	53	1,597
West Palm Beach Telephone Co.....	Del Ray .....	29	10	.....	.....	.....	39
	Stuart .....	45	9	.....	.....	.....	54
	West Palm Beach....	429	46	22	.....	.....	497
Williston Telephone Co.....	Williston .....	51	23	.....	.....	.....	74
Winter Park Telephone Co.....	Winter Park .....	99	37	2	.....	8	146

**Total Number of Working Subscribers' Stations—**

Class "A" Companies.	23,616	1,494	2,039	298	3,676	31,123
Class "B" Companies.	3,341	54	429	.....	92	3,916
*3 Class "C" Companies.	5,856	1,440	314	77	132	7,819
Class "D" Companies.	4,072	1,566	75	95	8	5,816
<b>Grand Total.....</b>	<b>36,885</b>	<b>4,554</b>	<b>2,857</b>	<b>470</b>	<b>3,908</b>	<b>48,674</b>
	Class "A"	Class "B"	Class "C"	Class "D"		
Number of Companies .....	2	2	12	55		
*3 Number of Exchanges .....	36	2	36	61		

\*1 Farmer Stations are those which are owned by others than the Telephone Companies.

\*2 P. B. X. Stations are those on Private Branch Exchanges and include Stations owned by private parties as well as those owned by the Telephone Companies.

\*3 The number of Class "C" Company Exchanges includes the Dade City Exchange of the Lake County Telephone Co., although same was operated by the Lake County Telephone Co. only 9 months of the year.

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR YEAR 1916.  
Class "A" Companies. (Continued.)

Name of Company.	Business Address	Location of Exchanges	Operating Revenues *3	Miscellaneous Revenues *1-3	Total Revenues	Operating Expenses Excluding Depreciation		
(NOTE—The statistics of each exchange, represent exchange service operations only. Toll operations have been reported in system figures only as shown.)	Tampa, Fla.....	Bartow .....	\$ 10,636.03	\$.....	\$ 10,636.03	\$ 6,795.39		
		Bradentown .....	} 23,744.30	32.50	23,776.80	15,213.87		
		Palmetto .....						
		Clearwater .....	} 11,241.54	7.00	11,248.54	7,686.61		
		Largo .....						
		Lakeland .....	16,550.60	34.00	16,684.60	8,934.19		
		Mulberry .....	2,461.69	180.00	2,641.69	1,340.74		
		Tampa .....	} 179,116.22	5,146.03	184,262.25	70,816.56		
		Pt. Tampa.....						
		Sarasota .....	6,835.52	.....	6,835.52	4,440.64		
		Tarpon Springs....	5,884.47	3.00	5,887.47	2,760.51		
		Plant City.....	} 9,686.32	22.00	9,708.32	5,727.30		
		Zephyr Hills.....						
		Total Exchange Operations .....			\$ 266,156.69	\$ 5,524.53	\$ 271,681.22	\$123,715.81
		System Toll Operations .....			61,683.58	.....	61,683.58	36,207.87
System .....			\$ 327,840.27	\$ 5,524.53	\$ 333,364.80	\$159,923.68		

## Southern Bell

Tel. &amp; Tel. Co..... Savannah, Ga...

(NOTE—The Toll Revenues originating at exchanges are included in the figures for each exchange. The expenses chargeable against the Tolls from connecting lines, are assigned on a Toll revenue basis.)

Chipley .....	4,723.25	86.15	4,809.40	5,166.16
DeLand .....	3,016.89	6.80	3,023.69	2,319.10
Fernandina .....	8,472.70	43.21	8,515.91	3,767.27
Gainesville .....	21,183.14	205.58	21,388.72	12,944.76
Geneva .....	845.96	2.01	847.97	1,025.30
Graceville .....	1,695.41	10.63	1,706.04	1,243.95
Green Cove Springs	5,713.77	31.14	5,744.91	2,527.09
Havana .....	1,078.42	21.60	1,100.02	1,323.23
Jacksonville .....	415,397.19	9,748.68	425,145.87	207,036.93
Key West.....	16,246.39	163.31	16,409.70	12,006.60
Lake City.....	9,882.71	194.43	10,077.14	5,642.56
Lynn Haven.....	1,262.29	5.40	1,267.69	1,167.67
Micanopy .....	2,653.76	9.43	2,663.19	2,219.71
Orlando .....	26,164.74	125.07	26,289.81	14,318.55
Oveida .....	809.56	13.19	822.75	905.84
Pablo Beach.....	1,522.83	5.63	1,528.46	1,312.44
Palatka .....	18,770.56	360.62	19,131.18	9,045.12
Panama City.....	2,339.11	25.79	2,364.90	1,391.35
Pensacola .....	89,905.37	1,098.38	91,003.75	36,876.40
Sanford .....	15,273.76	246.42	15,520.18	9,855.51
St. Andrews.....	1,990.48	7.33	1,997.81	1,391.19
St. Augustine.....	23,175.10	374.98	23,550.08	12,698.66
Total .....	\$ 672,123.39	\$ 12,785.78	\$ 684,909.17	\$346,185.39
Tolls Credited to Florida from Con- necting Co.'s.....	45,557.70	194.14	45,751.84	7,082.33
System in Florida..	\$ 717,681.09	\$ 12,979.92	\$ 730,661.01	\$353,267.77
Grand Total Class "A" Companies...	\$1,045,521.36	\$ 18,504.45	\$1,064,025.81	\$513,191.45



TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR YEAR 1916.  
Class "B" Companies. (Continued.)

Name of Company.	Business Address	Location of Exchanges	Operating Revenues	Miscellaneous Revenues	Total Revenues	Operating Expenses Excluding Depreciation
Home Tel. Co.....	Jacksonville, Fla.	Jacksonville .....	63,621.08	1,412.48	65,033.56	30,407.34
Miami Tel. Co.....	Miami, Fla.....	Miami .....	48,136.66	1,559.84	49,696.50	23,743.05
Grand Total Class "B" Companies .....			\$111,757.74	\$ 2,972.32	\$114,730.06	\$ 54,150.39
Class "C" Companies						
Brevard County Tel. Co..	Indianola, Fla...	Cocoa .....	\$ 3,796.19	\$ 888.09	\$ 4,684.28	\$ 2,860.15
		Ft. Pierce .....	6,263.16	2,000.00	8,263.16	3,848.79
		Jensen .....	1,072.58	.....	1,072.58	1,111.74
		Melbourne .....	1,973.91	.....	1,973.91	1,516.93
		New Smyrna .....	3,928.54	.....	3,928.54	2,598.30
		Titusville .....	2,497.84	136.00	2,633.84	2,020.06
		System .....	\$ 19,532.22	\$ 3,024.09	\$ 22,556.31	\$ 13,955.97
East Florida Tel. Co.....	Gainesville, Fla.	Brookville .....	\$ 4,095.71	\$.....	\$ 4,095.71	\$ 3,182.55
		Dunne'lon .....	14,749.36	632.54	15,381.90	8,939.62
		Gainesville .....				
		Webster .....				
		System .....	\$ 18,845.07	\$ 632.54	\$ 19,477.61	\$ 12,122.17
East Florida Tel. Co.....	Daytona, Fla....	Daytona .....	\$ 13,125.87	\$ 2,932.18	\$ 16,058.05	\$ 10,335.54

Florida Tel. Co.....	Live Oak, Fla....	Branford .....	584.91	.....	584.91	337.81
		Jasper .....	3,070.47	.....	3,070.47	1,629.02
		Jennings .....	541.92	.....	541.92	286.50
		Live Oak .....	14,313.98	.....	14,313.98	7,077.51
		Mayo .....	1,835.78	.....	1,835.78	1,057.36
		Obrien .....	791.09	.....	791.09	538.00
		Wellborn .....	1,568.78	.....	1,568.78	1,094.25
		White Springs .....	2,206.81	.....	2,206.81	1,159.86
		System .....	\$ 24,913.74	.....	\$ 24,913.74	\$ 13,180.31
		Kissimmee .....	\$ 7,215.12	.....	\$ 7,215.12	\$ 2,877.43
Kissimmee Tel. Co.....	Kissimmee, Fla.	St. Cloud .....	1,613.52	.....	1,613.52	1,090.65
		Not Reported by Exchanges .....	492.45	.....	492.45	1,844.81
		System .....	\$ 9,321.09	.....	\$ 9,321.09	\$ 5,812.89
		Dade City .....	\$ 3,619.71	\$ .....\$	\$ 3,619.71	\$ 3,113.50
*4Lake County Tel. Co..	Eustis, Fla.....	Eustis .....	4,137.60	15.55	4,153.15	3,908.50
		Groveland .....	600.03	10.00	610.03	401.31
		Mt. Dora .....	1,038.51	10.00	1,048.51	774.19
		Tavares .....	1,865.74	12.00	1,877.74	1,695.66
		Not Reported by Exchanges .....	.....	.....	.....	.....
		System .....	\$ 11,261.59	\$ 47.55	\$ 11,309.14	\$ 9,893.16
		Ocala .....	\$ 18,802.02	\$ 183.53	\$ 18,985.55	\$ 10,947.18
Ocala Tel. Co.....	Ocala, Fla.....	Quincy .....	10,314.00	12.00	10,326.00	5,520.00
Quincy Tel. Co.....	Quincy, Fla.....	Arcadia .....	12,646.00	383.91	13,029.91	7,277.79
Scott Tel. Co.....	Arcadia, Fla....	Avon Park .....	9,212.78	160.00	9,372.78	6,052.30
(NOTE—The figures for Avon Park, Bowling Green and Wauchula, were not reported by each exchange.)		Bowling Green .....				
		Wauchula .....				
		System .....	\$ 21,858.78	\$ 543.91	\$ 22,402.69	\$ 13,330.09

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR YEAR 1916.  
(Continued.)

Name of Company.	Business Address	Location of Exchanges	Operating Revenues	Miscellaneous Revenues	Total Revenues	Operating Expenses Excluding Depreciation
Sou. Tel. & Const. Co...	Tallahassee, Fla.	Tallahassee .....	\$ 17,772.20	\$ 1,458.37	\$ 19,230.57	\$ 17,779.76
West Coast Tel. Co.....	St. Petersburg..	St. Petersburg .....	33,209.73	596.16	33,805.89	15,197.52
West Palm Beach Tel. Co.	W. P. Beach, Fla.	Delray .....	822.78	129.00	951.78	918.00
(NOTE—The segregation of statistics to each exchange is not actual, but is as accurate as can be culled from the records of the W. P. B. Tel. Co.. *Deduct.		Stuart .....	1,408.69	13.50	1,422.19	990.00
		West Palm Beach.....	14,551.84	419.35	14,971.19	7,897.44
		Not Reported by Exchanges .....	4,103.39	*150.00	3,953.39	6,000.36
		Eystem .....	\$ 20,886.70	\$ 411.85	\$ 21,298.55	\$ 15,805.80
		Grand Total Class "C" Companies .....	\$219,843.01	\$ 9,842.18	\$229,685.19	\$143,880.39

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR YEAR 1916.  
Class "D" Companies \*7 (Continued.)

20—R. R. C.

Name of Company.	Business Address	Location of Exchanges	Operating Revenues *8	Miscellaneous Revenues *9	Total Revenues	Operating Expenses Excluding Depreciation
Alachua Tel. Co.....	Alachua, Fla....	Alachua .....	\$ 2,076.00	\$.....	\$ 2,076.00	\$ 2,882.00
Apalachicola. Tel. Co....	Apalachicola, Fla	Apalachicola .....	2,723.12	.....	2,723.12	1,633.24
Apopka Tel. Co.....	Apopka, Fla....	Apopka .....	2,388.62	.....	2,388.62	2,171.95
Baker County Tel Co....	Maccleeny, Fla...	Maccleeny .....	428.00	.....	428.00	380.00
Barfield Tel. Co.....	Altha, Fla.....	Altha .....	1,346.00	.....	1,346.00	600 00
Bonifay Tel. Co.....	Bonifay, Fla....	Bonifay .....	2,780.91	10.07	2,790.98	1,463.34
Bradford County Tel. Co.	Brooker, Fla....	Brooker .....	951.90	.....	951.90	410.00
Bunnell Tel. Co.....	Bunnell, Fla....	Bunnell .....	1,146.94	.....	1,146.94	523.00
Bristol Tel. Co.....	Bristol, Fla....	Bristol .....	315.00	.....	315.00	400 00
Callahan Tel. Co.....	Callahan, Fla...	Callahan .....	1,170.00	.....	1,170.00	1,125.00
Carrabelle Tel. Co.....	Carrabelle, Fla..	Carrabelle .....	868.25	.....	868.25	974.70
Clermont Tel. Co.....	Clermont, Fla....	Clermont .....	1,032.54	.....	1,032.54	1,191.41
Cottondale Tel. Co.....	Cottondale, Fla..	Cottondale .....	1,272.50	.....	1,272.50	1,234.25
Crescent City Tel. Co....	Crescent City...	Crescent City.....	2,102.68	.....	2,102.68	1,161.40
Crystal River Tel. Co....	Crystal River...	Crystal River.....	805.06	.....	805.06	570.00
Dade County Tel. Co....	Homestead, Fla..	Homestead .....	5,058.89	.....	5,058.89	3,607.98
*5 Dania Tel. Co.....	Dania, Fla.....	Dania .....	47.45	.....	47.45	42.78
*6 Daytona Tel. Co.....	New London,	Daytona .....	744.01	51.63	795.64	370.17
	Conn. ....	DeFuniak Springs..	4,373.99	.....	4,373.99	3,034.39
		Laurel Hill .....				
		System .....	\$ 4,373.99	\$.....	\$ 4,373.99	\$ 3,034.39

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR YEAR 1916.  
Class "D" Companies. (Continued.)

Name of Company.	Business Address	Location of Exchanges	Operating Revenues	Miscellaneous Revenues	Total Revenues	Operating Expenses Excluding Depreciation
DeSoto County Tel. Co...	Punta Gorda....	Punta Gorda.....	\$ 2,820.57	\$.....	\$ 2,820.57	\$ 2,163.25
Enterprise Tel. Co.....	Enterprise, Fla..	Enterprise .....	150.50	.....	150.50	150.50
Everglade Tel. Co.....	Davie, Fla.....	Davie .....	637.05	.....	637.05	509.50
Ft. Lauderdale Tel. Co...	Ft. Lauderdale..	Ft. Lauderdale....	2,748.16	.....	2,748.16	1,548.37
Ft. Meade Tel. Co.....	Ft. Meade, Fla..	Ft. Meade .....	4,840.00	40.00	4,880.00	3,130.00
Gulf Tel. Co.....	Perry, Fla.....	Greenville .....	1,745.83	.....	1,745.83	1,339.88
		Perry .....	7,968.44	201.29	8,169.73	6,101.60
		System .....	\$ 9,714.27	\$ 201.29	\$ 9,915.56	\$ 7,441.48
Gulf Tel. & Tel. Co.....	Milton, Fla.....	Milton .....	\$ 7,176.50	\$ 1,425.00	\$ 8,601.50	\$ 7,824.27
Hastings Tel. Co.....	Hastings, Fla...	Hastings .....	3,499.52	.....	3,499.52	2,500.75
Highland Tel. Co.....	Haines City, Fla.	Dundee .....	728.60	.....	728.60	866.31
		Frost Proof.....	1,496.02	.....	1,496.02	1,625.01
		Haines City.....	1,278.85	.....	1,278.85	1,283.14
		Lake Wales.....	1,752.76	.....	1,752.76	1,422.76
		System .....	\$ 5,256.23	\$.....	\$ 5,256.23	\$ 5,197.22
High Springs Tel. Co....	High Springs...	High Springs.....	\$ 2,296.05	\$.....	\$ 2,296.05	\$ 1,603.65
Interlachen Tel. Co.....	Interlachen, Fla.	Interlachen .....	914.00	.....	914.00	792.83
Lake Butler Tel. Co.....	Lake Butler, Fla.	Lake Butler.....	3,052.00	45.00	3,097.00	2,500.00
Lake Helen Tel. Co.....	Lake Helen, Fla.	Lake Helen.....	No report received			



Lake Region Tel. Co....	Winter Haven..	Auburnda'e .....	350.39	.....	350.39	438.05
		Winter Haven .....	6,196.77	.....	6,196.77	4,947.89
		System .....	\$ 6,547.16	\$.....	\$ 6,547.16	\$ 5,385.94
Lawtey Tel. Co.....	Lawtey, Fla.....	Lawtey .....	877.70	84.02	961.72	809.68
Leesburg Tel. Co.....	Leesburg, Fla...	Leesburg .....	6,232.81	352.62	6,585.43	5,018.01
Lee County Tel. Co.....	Ft. Myers, Fla..	Ft. Myers .....	8,874.36	47.20	8,921.56	4,730.45
Madison Tel. Co.....	Madison, Fla...	Madison .....	4,192.00	.....	4,192.00	3,099.00
Magill Tel. Co.....	La Belle, Fla...	LaBelle .....	571.04	.....	571.04	243.00
Marianna Tel. Co.....	Marianna, Fla...	Marianna .....	8,120.54	46.65	8,167.19	6,031.00
*10 Malone Tel. Co.....	Malone, Fla....	Malone .....	831.83	.....	831.83	650.00
Molino Tel. Co.....	Mo'ino, Fla....	Molino .....	967.16	.....	967.16	708.00
Monticello Tel. Co.....	Monticello, Fla..	Monticello .....	4,151.00	70.00	4,221.00	2,350.00
Montverde Tel. Co.....	Montverde, Fla..	Montverde .....	138.00	.....	138.00	140.50
McIntosh Tel. Co.....	McIntosh, Fla...	McIntosh .....	2,005.24	237.33	2,242.57	2,144.41
Noma Tel. Co.....	Noma, Fla.....	Noma .....	1,233.00	.....	1,233.00	290.00
*4 Pasco Tel. Co.....	Dade City, Fla...	Dade City .....	1,454.45	.....	1,454.45	785.73
Ponce de Leon Tel. Co...	Ponce de Leon..	Ponce de Leon....	571.25	432.25	1,003.50	432.25
Riverside Tel. Co.....	Blountstown, Fla	Blountstown .....	1,412.25	.....	1,412.25	1,454.00
Ruskin Tel. Co.....	Ruskin, Fla....	Ruskin .....	534.62	5.46	540.08	343.65
*9 Sorrento Tel. Co.....	Sorrento, Fla...	Sorrento .....	205.20	.....	205.20	65.47
Starke Tel. Co.....	Starke, Fla....	Starke .....	4,130.55	25.68	4,156.23	3,646.23
Umatilla Tel. Co.....	Umatilla, Fla...	Umatilla .....	1,777.00	.....	1,777.00	1,484.00
Weirsdale Tel. Co.....	Weirsdale, Fla...	Weirsdale .....	449.87	60.60	510.47	299.79
Williston Tel. Co.....	Williston, Fla...	Williston .....	1,373.82	.....	1,373.82	1,285.94
Winter Park Tel. Co.....	Winter Park....	Winter Park .....	2,390.26	49.94	2,440.20	1,338.15
		Grand Total Class				
		"D" Companies ..	\$ 133,777.82	\$ 3,184.74	\$ 136,962.56	\$101,872.63
		Grand Total of all				
		Companies in Fla.	\$1,510,899.93	\$ 34,503.69	\$1,545,403.62	\$813,094.86

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR YEAR 1916.  
Class "A" Companies. (Continued.)

Name of Company.	Business Address	Location of Exchanges	Depreciation *1-3	Taxes *1-3	Interest and other Deductions in Income *1-2-3	Total Deductions in Income
(NOTE—The statistics of each exchange, represent exchange service operations only. Toll operations have been reported in system figures only as shown.)	Tampa, Fla.....	Bartow .....	\$.....	\$ 704.40	\$ 408.20	\$ 7,907.99
		Bradentown .....	}	807.55	1,603.94	17,625.36
		Palmetto .....				
		Clearwater .....	}	417.43	736.60	8,840.64
		Largo .....				
		Lakeland .....		1,262.19	548.00	10,744.38
		Mulberry .....		222.75	312.83	1,876.32
		Tampa .....	}	8,018.88	5,608.31	84,443.75
		Pt. Tampa .....				
		Sarasota .....		228.41	617.00	5,286.05
		Tarpon Springs.....		191.15	313.98	3,265.64
		Plant City.....	}	359.12	480.18	6,566.60
		Zephyr Hills .....				
Total Exchange Operations .....				\$ 12,211.88	\$ 10,629.04	\$146,556.73
System Toll Operations .....				1,142.44	8,733.36	46,083.67
Not Reported by Exchanges .....			44,608.61		37,507.08	82,115.69
System .....			\$ 44,608.61	\$ 13,354.32	\$ 56,869.48	\$274,756.09

## Southern Bell

Tel. &amp; Tel. Co.....

Savannah, Ga...

(NOTE—The Toll Revenues originating at exchanges are included in the figures for each exchange. The expenses chargeable against the Tolls from connecting lines, are assigned on a Toll revenue basis.)

Chipley .....	723.81	94.81	751.78	6,736.56
DeLand .....	654.07	50.36	526.49	3,550.02
Fernandina .....	1,979.51	795.48	745.38	7,287.64
Gainesville .....	5,306.86	1,306.59	2,667.29	22,225.50
Geneva .....	288.21	13.37	118.94	1,445.82
Graceville .....	225.65	55.24	225.32	1,750.16
Green Cove Springs...	1,317.13	182.83	602.10	4,629.15
Havana .....	466.89	17.83	231.47	2,039.42
Jacksonville .....	104,534.12	28,199.82	37,805.36	377,576.23
Key West.....	3,911.12	1,564.28	1,466.89	18,948.89
Lake City.....	1,996.58	425.91	952.73	9,017.78
Lynn Haven.....	571.85	11.76	321.89	2,073.17
Micanopy .....	735.46	150.72	319.24	3,425.13
Orlando .....	5,371.57	867.84	2,809.48	23,367.44
Oveida .....	193.26	12.96	159.90	1,271.96
Pablo Beach.....	423.47	43.72	258.01	2,037.64
Palatka .....	3,619.46	852.51	1,964.57	15,481.66
Panama City .....	403.09	53.07	272.73	2,120.24
Pensacola .....	20,124.08	4,239.29	7,881.14	69,120.91
Sanford .....	4,278.81	1,332.88	1,717.74	17,184.94
St. Andrews.....	348.08	92.81	205.17	2,037.25
St. Augustine.....	4,623.01	829.09	2,659.68	20,810.44
Total .....	\$162,096.09	\$ 41,193.17	\$ 64,663.30	\$614,137.95
Tol's credited to Florida from Connecting Co.'s .....	8,516.65	1,288.48	1,714.80	18,602.31
System in Florida.....	\$170,612.74	\$ 42,481.65	\$ 66,378.10	\$632,740.26
Grand Total Class "A" Companies .....	\$215,221.35	\$ 55,835.97	\$123,247.58	\$907,496.35

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR YEAR 1916.  
Class "B" Companies. (Continued.)

Name of Company.	Business Address	Location of Exchanges	Depreciation	Taxes	Interest and other Deductions in Income	Total Deductions in Income
Home Tel. Co.....	Jacksonville, Fla.	Jacksonville .....	.....	10,799.40	35,606.55	76,813.29
Miami Tel. Co.....	Miami, Fla.....	Miami .....	3,600.00	1,207.90	3,342.93	31,893.88
Grand Total Class "B" Companies .....			\$ 3,600.00	\$ 12,007.30	\$ 38,949.48	\$108,707.17
Class "C" Companies						
Brevard County Tel. Co..	Indianola, Fla...	Cocoa .....	\$.....	\$ 10.00	\$ 258.64	\$ 3,128.79
		Ft. Pierce .....		169.86	1,151.30	5,169.95
		Jensen .....			60.00	1,171.74
		Melbourne .....		20.00	180.00	1,716.93
		New Smyrna .....		92.14	208.70	2,899.14
		Titusville .....		212.56	11.04	2,243.66
		System .....	\$.....	\$ 504.56	\$ 1,869.68	\$ 16,330.21
East Florida Tel. Co.....	Gainesville, Fla.	Brooksville .....	\$ 660.00	\$ 82.87	\$.....	\$ 3,925.42
		Dunnellon .....	} 4,540.00	720.18	659.96	14,859.76
		Gainesville .....				
		Webster .....				
		System .....	\$ 5,200.00	\$ 803.05	\$ 659.96	\$ 18,785.18
East Florida Tel. Co.....	Daytona, Fla....	Daytona .....	\$.....	\$ 262.00	\$.....	\$ 10,597.54
Florida Tel. Co.....	Live Oak, Fla...	Branford .....	100.00		36.61	474.42
		Jasper .....	300.00	60.00	740.21	2,729.23

		Jennings .....	60.00	15.00	279.74	641.24
		Live Oak .....	1,500.00	148.00	4,539.16	13,264.67
		Mayo .....	200.00	103.50	596.13	1,956.99
		Obrien .....	200.00	.....	28.09	766.09
		Wellborn .....	175.00	20.00	173.91	1,463.16
		White Springs .....	300.00	46.20	628.69	2,134.75
		System .....	\$ 2,835.00	\$ 392.70	\$ 7,022.54	\$ 23,430.55
Kissimmee Tel. Co.....	Kissimmee, Fla.	Kissimmee .....	\$.....	\$ 327.50	\$ 837.19	\$ 4,042.12
		St. Cloud .....	.....	10.00	161.96	1,262.61
		Not Reported by Ex- changes .....	.....	.....	.....	1,844.81
		System .....	\$.....	\$ 337.50	\$ 999.15	\$ 7,149.54
*4 Lake County Tel. Co..	Eustis, Fla.....	Dade City .....	\$.....	\$ 50.00	\$.....	\$ 3,163.50
		Eustis .....	.....	.....	.....	3,908.50
		Groveland .....	.....	.....	.....	401.31
		Mt. Dora .....	.....	.....	.....	774.19
		Tavares .....	.....	.....	.....	1,695.66
		Not Reported by Ex- changes .....	.....	282.56	.....	282.56
		System .....	\$.....	\$ 332.56	\$.....	\$ 10,225.72
Ocala Tel. Co.....	Ocala, Fla.....	Ocala .....	\$ 4,800.00	\$ 657.35	\$ 1,579.86	\$ 17,984.39
Quincy Tel. Co.....	Quincy, Fla.....	Quincy .....	2,000.00	405.95	400.00	8,325.95
Scott Tel. Co.....	Arcadia, Fla....	Arcadia .....	2,546.62	.....	.....	9,824.41
(NOTE—The figures for Avon Park, Bowling Green and Wauchula, were not reported by each exchange.)		Avon Park .....	} 1,545.64	619.11	.....	8,217.05
		Bowling Green .....		.....	.....	.....
		Wauchula .....		.....	.....	.....
		System .....	\$ 4,092.26	\$ 619.11	\$.....	\$ 18,041.46
		.....				



TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR YEAR 1916.  
(Continued.)

Name of Company.	Business Address	Location of Exchanges	Depreciation	Taxes	Interest and other Deductions in Income	Total Deductions in Income
Sou. Tel. & Const. Co...	Tallahassee, Fla.	Tallahassee .....	\$ 3,555.25	\$ 861.92	\$ 151.69	\$ 22,348.62
West Coast Tel. Co.....	St. Petersburg..	St. Petersburg .....	4,559.56	895.88	2,361.56	23,014.52
West Palm Beach Tel. Co.	W. P. Beach, Fla.	Delray .....				918.00
(NOTE—The segregation of statistics to each exchange is not actual, but is as accurate as can be culled from the records of the W. P. B. Tel. Co..)		Stuart .....				990.00
		West Palm Beach.....				7,897.44
		Not Reported by Exchanges .....	5,751.51	749.22	1,112.67	13,613.76
		System .....	\$ 5,751.51	\$ 749.22	\$ 1,112.67	\$ 23,419.20
		Grand Total Class "C" Companies .....	\$ 32,793.58	\$ 6,821.80	\$ 16,157.11	\$199,652.88

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR YEAR 1916.  
Class "D" Companies (Continued.)

Name of Company.	Business Address	Location of Exchanges	Depreciation	Taxes	Interest and other Deductions in Income	Total Deductions in Income
Alachua Tel. Co.....	Alachua, Fla....	Alachua .....	\$.....	\$ 50.00	\$.....	\$ 2,932.00
Apalachicola Tel. Co....	Apalachicola, Fla.	Apalachicola .....	.....	.....	.....	1,633.24
Apopka Tel. Co.....	Apopka, Fla....	Apopka .....	.....	6.75	.....	2,178.70
Baker County Tel. Co....	Maccleny, Fla....	Macclenny .....	.....	10.10	.....	390.10
Barfield Tel. Co.....	Altha, Fla.....	Altha .....	.....	10.00	.....	610.00
Bonifay Tel. Co.....	Bonifay, Fla....	Bonifay .....	13.80	94.33	.....	1,571.47
Bradford County Tel. Co.	Brooker, Fla....	Brooker .....	.....	7.50	.....	417.50
Bunnell Tel. Co.....	Bunnell, Fla....	Bunnell .....	.....	22.20	.....	545.20
Bristol Tel. Co.....	Bristol, Fla....	Bristol .....	.....	10.00	.....	410.00
Callahan Tel. Co.....	Callahan, Fla....	Callahan .....	.....	7.10	.....	1,132.10
Carrabelle Tel. Co.....	Carrabelle, Fla..	Carrabelle .....	.....	.....	.....	974.70
Clermont Tel. Co.....	Clermont, Fla....	Clermont .....	.....	10.00	.....	1,201.41
Cottondale Tel. Co.....	Cottondale, Fla..	Cottondale .....	.....	.....	.....	1,234.25
Crescent City Tel. Co....	Crescent City....	Crescent City .....	125.00	26.80	.....	1,313.20
Crystal River Tel. Co....	Crystal River....	Crystal River .....	.....	15.00	.....	585.00
Dade County Tel. Co....	Homestead, Fla..	Homestead .....	100.00	41.11	.....	3,749.09
*5 Dania Tel. Co.....	Dania, Fla.....	Dania .....	.....	.....	.....	42.78
*6 Daytona Tel. Co.....	New London, Conn. ....	Daytona .....	.....	26.00	.....	396.17
DeFuniak Springs Tel. Co.	DeFuniak Spgs..	DeFuniak Springs... )	580.00	219.49	.....	3,833.88
		Laurel Hill..... )				
		System .....	580.00	219.49	.....	3,833.88

TELEPHONE COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR YEAR 1916.  
(Continued.)

Name of Company.	Business Address	Location of Exchanges	Depreciation	Taxes	Interest and other Deductions in Income	Total Deductions in Income
DeSoto County Tel. Co...	Punta Gorda....	Punta Gorda.....		62.50		2,225.75
Enterprise Tel. Co.....	Enterprise, Fla..	Enterprise .....				150.50
Everglade Tel. Co.....	Davie, Fla.....	Davie .....				509.50
Ft. Lauderdale Tel. Co...	Ft. Lauderdale..	Ft. Lauderdale .....		36.00		1,584.37
Ft. Meade Tel. Co.....	Ft. Meade, Fla..	Ft. Meade.....	150.00	105.00		3,385.00
Gulf Tel. Co.....	Perry, Fla.....	Greenville .....	367.50			1,707.38
		Perry .....	1,067.42	186.25		7,355.27
		System .....	1,434.92	186.25		9,062.65
Gulf Tel. & Tel. Co.....	Milton, Fla.....	Milton .....		378.09		8,202.36
Hastings Tel. Co.....	Hastings, Fla..	Hastings .....		49.05		2,549.80
High and Tel. Co.....	Haines City, Fla.	Dundee .....	221.02			1,087.33
		Frost Proof .....	342.74			1,967.75
		Haines City .....	262.02			1,545.16
		Lake Wales .....	193.87			1,616.63
		System .....	\$ 1,019.65	\$ .....	\$ .....	\$ 6,216.87
High Springs Tel. Co....	High Springs...	High Springs.....	200.00	30.00		1,833.65
Interlachen Tel. Co.....	Interlachen, Fla.	Interlachen .....				792.83
Lake Butler Tel. Co.....	Lake Butler, Fla.	Lake Butler.....	500.00	47.00		3,047.00
Lake Helen Tel. Co.....	Lake Helen, Fla.	Lake Helen .....				

Lake Region Tel. Co....	Winter Haven..	Auburndale .....	7.75	445.80
		Winter Haven.....	80.00	5,027.89
		System .....	87.75	5,473.69
Lawtey Tel. Co.....	Lawtey, Fla.....	Lawtey .....		809.68
Leesburg Tel. Co.....	Leesburg, Fla...	Leesburg .....	157.41	5,175.42
Lee County Tel. Co.....	Ft. Myers, Fla..	Ft. Myers .....	700.00 136.55	5,567.00
Madison Tel. Co.....	Madison, Fla...	Madison .....	32.00	3,131.00
Magill Tel. Co.....	La Belle, Fla...	La Belle .....	3.25	246.25
Marianna Tel. Co.....	Marianna, Fla...	Marianna .....	1,157.60 182.50	7,371.10
*10 Malone Tel. Co.....	Malone, Fla.....	Malone .....		650.00
Molino Tel. Co.....	Mo ino, Fla.....	Molino .....		708.00
Monticello Tel. Co.....	Monticello, Fla..	Monticello .....	75.00 120.00	2,545.00
Montverde Tel. Co.....	Montverde, Fla..	Montverde .....		140.50
McIntosh Tel. Co.....	McIntosh, Fla...	McIntosh .....	22.00	2,166.41
Noma Tel. Co.....	Noma, Fla.....	Noma .....	20.00	310.00
*4 Pasco Tel. Co.....	Dade City, Fla...	Dade City.....	54.50	840.23
Ponce de Leon Tel. Co...	Ponce de Leon..	Ponce de Leon .....		432.25
Riverside Tel. Co.....	Blountstown, Fla	Blountstown .....	500.00 2.75	1,956.75
Ruskin Tel. Co.....	Ruskin, Fla.....	Ruskin .....	.66	344.31
*9 Sorrento Tel. Co.....	Sorrento, Fla...	Sorrento .....		65.47
Starke Tel. Co.....	Starke, Fla.....	Starke .....	110.00	3,756.23
Umatilla Tel. Co.....	Umatilla, Fla...	Umatilla .....	150.00 26.75	1,660.75
Weirsdale Tel. Co.....	Weirsdale, Fla...	Weirsdale .....		299.79
Williston Tel. Co.....	Williston, Fla...	Williston .....	38.74	1,324.68
Winter Park Tel. Co.....	Winter Park....	Winter Park .....	37.00	1,375.15
		Grand Total Class		
		"D" Companies ...	\$ 6,705.97 \$ 2,482.13 \$	\$ 111,060.73
		Grand Total of all		
		Companies in Fla..	\$258,320.90 \$ 77,147.20 \$178,354.17	\$1,326,917.13

- \*1 The Miscellaneous Revenues include Non-Operating as well as Operating Revenues.
- \*2 Interest and other Deductions in Income include Uncollectible Revenues.
- \*3 Where no figures are shown under the classified headings, the segregation was either not made or not reported by the company.
- \*4 The Dade City Exchange of the Lake County Telephone Company was sold to the Pasco Telephone Co., October 1, 1916. The figures for this Exchange as shown under the Lake County Telephone Company, cover the period January 1st to 30th, 1916 inclusive, and those shown under the Pasco Telephone Company cover the period October 1st to December 31st, 1916.
- \*5 The Dania Telephone started operations December 12th, 1916, and the figures as shown cover period December 12th to 31st, 1916, inclusive.
- \*6 The Daytona Telephone Company operates Toll Lines only.
- \*7 The statistics of Class "D" Telephone Companies are probably not as complete as they might be, owing to the fact that certain of the companies were unable to furnish their taxes figures; also there are incorporated companies amongst our Class "D" Companies, for which we have not as yet made sufficient provision in our Report Forms, for the reporting of their entire financial transactions; such as Interest Deductions and Dividends.
- \*8 The Operating and Miscellaneous Revenues for Class "D" Companies represent amounts charged subscribers for Exchange and Rural service and amounts received for Toll and Miscellaneous service.
- \*9 The Sorrento Telephone Company did not pay any taxes as a company.
- \*10 The Malone Telephone Company had not, up to the time he prepared his 1916 report, paid his 1916 taxes.



**STATISTICS OF TELEGRAPH COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR  
YEAR 1916.**

Name of Company.	Business Address	State of Florida			
		Telegraph Tolls	Other Receipts	Total Earnings	Operating Expenses Excluding Deprecia- tion
Postal Telegraph-Cable Company.....	Atlanta, Ga. ....	\$106,919.90	\$.....	\$106,919.90	\$ 84,222.55
Western Union Telegraph Company.....	Jacksonville, Fla. ....	263,008.67	26,785.32	289,793.99	202,292.08
	Grand Total .....	\$369,928.57	\$ 26,785.32	\$396,713.89	\$286,514.63

**STATISTICS OF TELEGRAPH COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR  
YEAR 1916—(Continued.)**

Name of Company.	Business Address	State of Florida			
		Deprecia- tion	Taxes	Miscella- neous De- ductions in Income	Total Deduc- tions in Income
Postal Telegraph-Cable Company.....	Atlanta, Ga. ....	\$.....	\$ 2,271.60	\$ 2,014.22	\$ 88,508.37
Western Union Telegraph Company.....	Jacksonville, Fla. ....	22,592.20	7,502.69	.....	232,386.97
	Grand Total .....	\$ 22,592.20	\$ 9,774.29	\$ 2,014.22	\$320,895.34

NOTE—The statistics of the Postal Telegraph-Cable Company include Intrastate Revenues and Expenses and Florida's proportion of Interstate Revenues and Expenses, while the statistics of the Western Union Telegraph Company represent Intrastate business only.

WATER TRANSPORTATION COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR  
YEAR 1916.

Name of Company.	Gross Re- ceipts all Boats	General office Revenues	Total Revenues	Operating Expenses all Boats	General office Expenses
Beach and Miller Line.....	No report				
Callahan Line .....	\$ 45,902.93	\$ 246.14	\$ 46,149.07	\$ 26,055.42	\$ 14,624.59
Clyde S. S. Co. (St. Johns River Division).....	119,160.34	1,425.00	120,585.34	99,663.17	17,677.74
Gulf and Atlantic S. S. Company.....	6,837.48	220.00	7,057.48	6,107.34	403.71
Jacksonville and Mayport S. B. Co.....	18,101.64	.....	18,101.64	13,381.74	3,563.23
Kinzie Brothers Steamboat Line.....	23,662.88	2,596.77	26,259.65	17,961.12	4,071.74
Menge Brothers Steamboat Line.....	29,767.48	2,991.56	32,759.04	25,659.70	10,375.36
Merchants and Planters S. B. Line.....	36,465.04	115.13	36,580.17	33,346.78	4,124.80
Mills Steamboat Line.....	1,707.90	.....	1,707.90	1,453.00	30.00
Pensacola, St. Andrews and Gulf S. S. Co.....	84,013.34	1,561.77	85,575.11	51,054.39	22,540.33
St. Petersburg Transportation Company.....	137,842.68	.....	137,842.68	109,138.33	41,680.81
Total.....	\$503,461.71	\$ 9,156.37	\$512,618.08	\$383,820.99	\$119,092.31

WATER TRANSPORTATION COMPANIES OPERATING IN THE STATE OF FLORIDA, CALENDAR  
YEAR 1916.—(Continued.)

Name of Company.	Total Operating Expenses	Taxes	Interest Paid	Total Deductions in Income
Beach and Miller Line.....				
Callahan Line .....	\$ 40,680.01	\$ 232.25	\$.....	\$ 40,912.26
Clyde S. S. Co. (St. Johns River Division).....	117,340.91	946.01	.....	118,286.92
Gulf and Atlantic S. S. Company.....	6,511.05	96.50	825.00	7,432.55
Jacksonville and Mayport S. B. Co.....	16,944.97	111.77	.....	17,056.74
Kinzie Brothers Steamboat Line.....	22,032.86	825.68	1,377.21	24,235.75
Menge Brothers Steamboat Line.....	36,035.06	341.05	591.63	36,967.74
Merchants and Planters S. B. Line.....	37,471.58	450.49	3,543.50	41,465.57
Mills Steamboat Line.....	1,483.00	10.00	.....	1,493.00
Pensacola, St. Andrews and Gulf S. S. Co.....	73,594.72	537.20	.....	74,131.92
St. Petersburg Transportation Company.....	150,819.14	1,079.74	2,638.96	154,537.84
Total.....	\$502,913.30	\$ 4,630.69	\$ 8,976.30	\$516,520.29

NOTE—The statistics of Boat Lines as shown above represent the operations of each company in its entirety, with the exception of the Clyde Steamship Company, and include both State and Interstate Business. The Clyde S. S. Company statistics include only the operations of their St. Johns River Division, as it is the only division of said company that operates in this State. The accounts of the St. Johns River Division, as advised by the auditor of the Clyde Steamship Company, are not in their entirety kept separate and therefore the statistics as shown are not as full and complete as they might be.

OFFICIAL NAMES OF WATER TRANSPORTATION COMPANIES AND LOCATION OF OFFICES.

NAME OF LINE.	LOCATION OF OFFICES.	PLACE OF OPERATION.
Beach and Miller Line.....	Crescent City, Fla.....	Operates Steamers between Jacksonville and landings on St. Johns River and Lake Crescent.
Callahan Line .....	Bainbridge, Ga.....	Operates Steamers between Bainbridge and Apalachicola, and from Cut Off, Fla., to Look and Trimble Shoals.
Clyde Line Steamship Co.....	Jacksonville, Fla.....	Operates Steamers between Jacksonville and Sanford.
Gulf and Atlantic S. S. Co.....	Fort Myers, Fla. ....	Operates Steamers between Fort Myers and Ft. Denaud, Fla.
Jacksonville & Mayport Steamboat Co.	Jacksonville, Fla. ....	Operates Steamers between Jacksonville and Green Cove Springs.
Kinzie Brothers Steamship Line.....	Fort Myers, Fla.....	Operates Steamers from Fort Myers to Captiva, Useppa and Sanibel Island.
Menge Brothers Steamboat Line.....	Fort Myers, Fla. ....	Operates Steamers between Fort Myers and Alva, Denaud, LaBelle and Buckingham.

OFFICIAL NAMES OF WATER TRANSPORTATION COMPANIES AND LOCATION OF OFFICES—Continued.

21-R.R.C.

NAME OF LINE.	LOCATION OF OFFICES.	PLACE OF OPERATION.
Merchants & Planters Steamboat Line.	Columbus, Ga. ....	Operates Steamer between Columbus, Ga., and Apalachicola, Fla.
Mills Steamboat Line .....	Conner, Fla. ....	Operates Steamer between Silver Springs, Conner and Palatka, Fla.
Pensacola, St. Andrews & Gulf S.S. Co.	Pensacola, Fla. ....	Operates Steamer from Pensacola to Mobile, Ala., Pensacola to St. Andrews, Panama City, Millville and Apalachicola.
St. Petersburg Transportation Co....	Tampa, Fla. ....	Operates Steamers between Tampa and St. Petersburg and points on Manatee River and Terra Ceia Bay.





## SOUTHERN EXPRESS COMPANY.

### STATEMENT OF RECEIPTS AND EXPENSES ON INTRASTATE BUSINESS IN THE STATE OF FLORIDA, FOR THE YEAR ENDED JUNE 30TH, 1916.

Receipts .....	\$795,826.25
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#### EXPENSES:

Transportation .....	\$423,618.31
Loss and Damage .....	5,418.85
General Salaries and Expenses..	31,015.55
General Expenses .....	10,557.38
Stationery and Supplies.....	7,362.28
Managers' and Superintendents' Salaries and Expenses.....	4,911.19
Route Agents' Salaries and Ex- penses .....	5,676.80
Messengers' Salaries .....	25,417.25
Office Salaries and Expenses....	148,917.76
Commissions .....	54,025.43
Transfer Expenses .....	18,160.99
Property Dpreciation .....	1,430.17
Taxes .....	19,537.55
	756,049.51
Gain .....	\$ 39,776.74

#### STATE OF TENNESSEE, COUNTY OF HAMILTON.

Personally appeared before me, a Notary Public in and for said State and County, H. A. Kropp, General Auditor of the Southern Express Company, who, upon oath, states that the above statement is true and correct to the best of his knowledge and belief.

H. A. KROPP, General Auditor.

Subscribed and sworn to before me this 23rd day of October, 1916.

(Seal.)      MARCUS SCHWARTZ, Notary Public

MILEAGE OF RAILROADS IN FLORIDA FOR YEAR ENDING JUNE 30, 1916.

NAME OF ROAD.	LINE OWNED.				Line of Proprietary Companies.	Line Operated Under Lease	Line Operated Under Con- tract, Etc.	Line Operated Under Track age Rights.	Total Mileage Operated All Tracks.	New Line Constructed During Year
	Miles of Main Line.	Miles of Second Track.	Miles Yard Track and Sidings.	Miles of Branches and Spurs.						
Apalachicola Northern .....	97.13	.....	4.89	.....	.....	.....	.....	.....	102.02	.....
Atlanta & St. Andrews Bay.....	66.00	.....	4.80	.....	.....	2.38	.....	.....	73.18	.....
Atlantic Coast Line.....	947.36	36.58	318.88	724.08	.....	.....	.....	10.45	2,037.35	2.54
Birmingham, Columbus & St. Andrews	19.25	.....	3.79	.....	.....	.....	.....	18.75	41.79	.....
Charlotte Harbor & Northern.....	96.44	.....	20.14	14.19	.....	.....	.....	4.49	135.26	.....
East & West Coast.....	51.10	.....	.75	.....	.....	.....	.....	.....	51.85	.....
Fellsmere Railroad .....	16.17	.....	1.05	.....	.....	.....	.....	.....	17.22	.....
Florida, Alabama & Gulf.....	20.00	.....	.34	.....	.....	.....	.....	.....	20.34	.....
Florida East Coast .....	522.22	.....	186.99	217.02	.....	4.86	.....	.79	931.88	.....
Florida Railway .....	52.00	.....	2.00	7.00	.....	.....	.....	.....	61.00	.....
Georgia, Florida & Alabama.....	73.07	.....	8.28	11.23	.....	.....	.....	.....	92.58	.....
Georgia & Florida .....	13.38	.....	2.15	.....	.....	.....	.....	.....	15.53	.....
Georgia Southern & Florida.....	152.36	.....	22.27	.....	.....	.....	.....	9.76	184.39	.....
Gulf, Florida & Alabama.....	45.13	.....	11.32	.....	.....	.....	.....	.....	56.45	.....
Jacksonville Terminal Co.....	4.83	.....	26.33	.....	.....	.....	.....	.....	31.16	.....
Live Oak, Perry & Gulf.....	62.85	.....	6.87	21.03	.....	.....	.....	.....	90.75	.....
Louisville & Nashville.....	216.75	2.32	62.47	28.70	.....	.....	.....	3.93	314.17	.....
Madison Southern .....	6.70	.....	.80	.....	.....	.....	.....	.....	7.50	.....
Marianna & Blountstown.....	28.56	.....	.99	.....	.....	.....	.....	15.00	44.55	.....

Ocklawaha Valley .....	45.50	.....	.70	.....	.....	.....	7.78	53.98	.....
Ocala & Southwestern .....	6.00	.....	.29	.....	.....	6.00	11.00	23.29	.....
Pelham & Havana .....	5.70	.....	.04	.....	.....	.....	.....	5.74	5.70
Pensacola, Mobile & New Orleans...	47.12	.....	3.87	.....	.....	.....	.....	50.99	.20
Seaboard Air Line.....	978.60	1.32	231.99	40.71	.....	.....	1.46	1,254.08	.....
South Florida & Gulf.....	23.00	.....	.....	.....	.....	.....	.....	23.00	23.00
South Georgia .....	12.41	.....	1.72	.....	.....	31.00	.....	45.13	.....
St. Johns River Terminal Co.....	7.35	.....	27.67	.....	.....	.....	.....	35.02	.....
Standard & Hernando.....	34.18	.....	9.37	.....	.....	.....	.....	43.55	.....
Tampa & Gulf Coast.....	47.10	.....	3.83	32.00	.....	.....	7.70	90.63	.....
Tampa & Jacksonville.....	56.00	.....	2.00	.....	.....	.....	.....	58.00	.....
Tampa Northern .....	46.44	.....	14.14	12.30	.....	.....	2.57	78.15	.....
Tavares & Gulf .....	30.47	.....	2.00	5.93	.....	.....	3.39	41.79	.....
Tampa Union Station Co.....	1.38	.....	.25	.....	.....	.....	.....	1.63	.....
Port St. Joe Dock & Terminal Co....	.71	.....	.72	.....	.....	.....	.....	1.43	.....
Total.....	3,833.26	40.22	983.70	1,114.19	.....	44.24	4.03	95.74	6,115.38
									31.44

## RAILWAY OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1916, STATE OF FLORIDA.

NAME OF COMPANY.	Freight	Passenger	Excess Baggage	Parlor and Chair Car	Mail
Apalachicola Northern .....	\$ 124,795.77	\$ 41,375.59	\$ 208.57	\$ .....	\$ 6,104.81
Atlanta & St. Andrews Bay.....	89,533.70	63,320.85	551.08	.....	5,099.70
Atlantic Coast Line.....	5,017,819.08	2,127,568.05	24,918.18	.....	166,285.33
Birmingham, Columbus & St. Andrews.....	15,263.25	8,863.93	28.61	.....	1,655.64
Charlotte Harbor & Northern.....	347,340.14	44,814.14	343.50	.....	4,399.85
East & West Coast.....	20,146.55	9,280.10	64.00	.....	827.20
Fellsmere Railroad .....	8,976.52	2,486.28	5.40	.....	428.35
Florida, Alabama & Gulf.....	24,400.69	2,787.97	13.98	.....	1,105.08
Florida East Coast.....	3,428,420.86	2,032,689.37	24,086.21	.....	167,919.11
Georgia, Florida & Alabama.....	74,899.93	41,769.41	492.26	.....	7,283.27
Georgia & Florida.....	12,917.21	4,583.22	27.17	.93	394.78
Georgia Southern & Florida.....	266,663.87	107,458.89	1,011.20	.....	18,071.43
Gulf, Florida & Alabama.....	19,380.79	4,374.76	46.50	.....	.....
Jacksonville Terminal Co.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	181,298.92	27,226.03	221.37	.....	960.73
Louisville & Nashville .....	1,047,051.99	415,220.85	5,241.61	524.46	27,088.09
Madison Southern .....	16,297.67	498.85	.....	.....	.....
Marianna & Blountstown.....	23,391.90	9,579.00	72.87	.....	1,835.50
Oklawaha Valley .....	27,933.86	11,174.29	.....	.....	2,181.46
Ocala & Southwestern.....	11,414.88	.....	.....	.....	.....
Pensacola, Mobile & New Orleans.....	24,400.14	1,330.57	.....	.....	250.22
Seaboard Air Line.....	3,046,617.27	1,617,320.86	15,936.21	423.35	88,598.59
South Georgia .....	138,301.41	50,306.51	220.67	120.92	4,327.88
St. Johns River Terminal Co.....	.....	.....	.....	.....	.....
Standard & Hernando .....	34,435.58	286.48	.....	.....	486.93
Tampa & Gulf Coast.....	134,453.00	44,378.34	311.20	.....	3,278.01

320



Tampa & Jacksonville.....	52,479.45	4,819.11	3.40	.....	880.72
Tampa Northern .....	79,706.32	19,206.15	103.45	.....	2,723.88
Tavares & Gulf.....	35,146.15	1,082.84	.....	.....	1,225.35
Tampa Union Station Co.....	.....	.....	.....	.....	.....
Port St. Joe Dock & Terminal Co.....	1,533.87	.....	.....	.....	.....

RAILWAY OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1916, STATE OF FLORIDA.  
(Continued.)

NAME OF COMPANY.	Express	Other Passenger Train	Milk	Switching	Special Service Train	Other Freight Train
Apalachicola Northern .....	\$ 6,893.12	\$ .....	\$ .....	\$ *866.00	\$ .....	\$ .....
Atlanta & St. Andrews Bay .....	3 597.27	.....	.....	310 40	360.00	.....
Atlantic Coast Line .....	346,065.88	19,080.46	276.98	48,185.22	620.00	10.00
Birmingham, Columbus & St. Andrews .....	.....	.....	.....	.....	50.00	.....
Charlotte Harbor & Northern .....	4,836.09	.....	.....	1,137.00	400.00	.....
East & West Coast .....	37.45	335.00	.....	*854.00	.....	.....
Fellsmere Railroad .....	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf .....	.....	.....	.....	.....	.....	.....
Florida East Coast .....	465,069.76	2,622 85	.....	86,385.54	2,308.50	.....
Georgia, Florida & Alabama .....	4,184.45	6.56	.....	129.00	906.33	.....
Georgia & Florida .....	149.23	2.10	.....	70.95	15.76	2.90
Georgia Southern & Florida .....	19,962.02	317.32	.....	802.00	165.31	.....
Gulf, Florida & Alabama .....	.....	.....	.68	959.50	.....	.....
Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	1,266.20	22.35	.....	*284.00	.....	.....
Louisville & Nashville .....	51,265.29	147.07	124.45	16,433.85	971.24	.....
Madison Southern .....	.....	.....	.....	211.00	.....	.....
Marianna & Blountstown .....	.....	.....	.....	.....	.....	.....
Oklawaha Valley .....	442.39	.....	.....	.....	.....	.....
Ocala & Southwestern .....	.....	.....	.....	120.00	.....	.....
Pensacola, Mobile & New Orleans .....	.....	.....	.....	.....	.....	.....
Seaboard Air Line .....	178,636.32	1,531.12	1,076.91	60,966.70	2,167.50	.....
South Georgia .....	1,192.30	.....	.....	646.00	.....	.....
St. Johns River Terminal Co. ....	.....	.....	.....	65,033 00	.....	.....
Standard & Hernando .....	.....	.....	.....	12.00	.....	.....

Tampa & Gulf Coast.....	3,785.37	.....	.....	4.00	.....	.....
Tampa & Jacksonville.....	3,395.27	.....	.....	1,384.00	180.00	.....
Tampa Northern .....	1,226.26	.....	.....	2,109.00	.....	.....
Tavares & Gulf.....	494.44	.....	.....	.....	.....	.....
Tampa Union Station Co.....	.....	.....	.....	.....	.....	.....
Port St. Joe Dock & Terminal Co.....	.....	.....	.....	711.00	.....	.....

RAILWAY OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1916, STATE OF FLORIDA.  
(Continued.)

NAME OF COMPANY.	Total Rail-line Transportation Revenue	Total Water-line Transportation Revenue	Total Incidental Operating Revenue	Total Joint-Facility Operating Revenue	Total Railway Operating Revenue
Apalachicola Northern .....	\$ 178,511.86	.....	11,123.38	\$ .....	\$ 189,635.24
Atlanta & St. Andrews Bay.....	162,773.00	.....	2,440.81	5,568.00	170,781.81
Atlantic Coast Line.....	7,750,829.18	.....	145,007.33	11,958.03	7,907,794.54
Birmingham, Columbus & St. Andrews.....	25,861.43	.....	229.39	.....	26,090.82
Charlotte Harbor & Northern.....	403,270.72	.....	86,750.94	.....	490,021.66
East & West Coast.....	29,836.30	.....	69.54	.....	29,905.84
Fellsmere Railroad .....	11,896.55	.....	338.86	.....	12,235.41
Florida, Alabama & Gulf.....	28,307.72	.....	186.32	.....	28,494.04
Florida East Coast.....	6,209,502.20	829,549.49	157,591.02	7,839.65	7,204,482.36
Georgia, Florida & Alabama.....	129,671.21	3,434.15	1,903.18	.....	135,008.54
Georgia & Florida.....	18,164.24	.....	306.77	7.50	18,478.51
Georgia Southern & Florida.....	414,452.04	.....	8,523.57	54,308.96	477,284.57
Gulf, Florida & Alabama.....	24,762.23	.....	33,098.19	.....	57,860.42
Jacksonville Terminal Co.....	.....	.....	28,071.63	.....	28,071.63
Live Oak, Perry & Gulf.....	210,711.60	.....	24,562.38	.....	235,273.98
Louisville & Nashville.....	1,564,068.90	.....	99,723.36	.....	1,663,792.26
Madison Southern .....	17,007.52	.....	.....	.....	17,007.52
Marianna & Blountstown.....	34,879.27	.....	426.03	.....	35,305.30
Oklawaha Valley .....	41,732.00	.....	1,253.29	.....	42,985.29
Ocala & Southwestern.....	11,534.88	.....	.....	.....	11,534.88
Pensacola, Mobile & New Orleans.....	26,045.93	.....	.....	.....	26,045.93
Seaboard Air Line.....	5,013,274.83	.....	212,043.24	10,862.19	5,236,180.26

South Georgia .....	195,115.69 .....	12,541.26 .....	207,656.95
St. Johns River Terminal Co.....	65,033.00 .....	5,028.18 .....	70,061.18
Standard & Hernando.....	35,220.99 .....	.....	35,220.99
Tampa & Gulf Coast.....	186,209.92 .....	663.29 .....	186,873.21
Tampa & Jacksonville.....	63,141.95 .....	440.60 .....	63,582.55
Tampa Northern .....	105,075.06 .....	4,333.91 247.78	109,656.75
Tavares & Gulf.....	37,948.78 .....	.....	37,948.78
Tampa Union Station Co.....	.....	4,301.33 .....	4,301.33
Port St. Joe Dock & Terminal Co.....	2,244.87 .....	337.60 .....	2,582.47
Total.....	\$ 22,994,839.00	\$ 832,983.64 \$ 840,957.80	\$ 90,792.11 \$ 24,759,572.55



## RAILWAY OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1916, STATE OF FLORIDA.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Rail Line
Apalachicola Northern .....	\$ 40,956.78	\$ 51,751.63	\$ 4,416.34	\$ 46,149.26
Atlanta & St. Andrews Bay .....	35,446.89	25,307.03	2,696.23	45,259.46
Atlantic Coast Line .....	990,134.78	1,281,533.55	161,473.58	2,575,616.40
Birmingham, Columbus & St. Andrews .....	5,463.01	2,275.94	197.95	6,495.37
Charlotte Harbor & Northern .....	146,323.02	80,429.51	11,694.72	140,145.68
East & West Coast .....	7,019.63	2,958.93	1,901.22	10,340.23
Fellsmere Railroad .....	6,810.53	5,000.26		10,970.62
Florida, Alabama & Gulf .....	6,913.26	5,376.06	626.06	8,202.06
Florida East Coast .....	805,010.75	795,252.87	112,075.48	1,765,796.18
Georgia, Florida & Alabama .....	43,945.99	20,900.47	7,074.99	67,431.75
Georgia & Florida .....	4,441.23	3,619.09	753.89	7,132.80
Georgia Southern & Florida .....	85,967.27	110,529.29	22,539.44	218,758.60
Gulf, Florida & Alabama .....	9,434.71	10,277.78	2,520.76	21,659.79
Jacksonville Terminal Co. ....	31,892.76	21,482.46		119,405.52
Live Oak, Perry & Gulf .....	36,290.95	26,203.61	3,786.23	40,183.75
Louisville & Nashville .....	265,992.77	270,829.83	40,953.35	574,098.34
Madison Southern .....	1,954.05	2,635.07	81.81	3,763.39
Marianna & Blountstown .....	6,446.89	2,810.62	211.46	9,572.13
Ocklawaha Valley .....	15,210.65	7,794.21	1,410.87	13,796.50
Ocala & Southwestern .....	2,504.25	907.69	1,092.79	3,160.26
Pensacola, Mobile & New Orleans .....	7,048.80	906.24		6,119.97
Seaboard Air Line .....	775,541.20	714,522.59	174,906.53	1,853,404.72
South Georgia .....	15,567.19	8,314.33	1,191.29	20,803.34
St. Johns River Terminal Co. ....	21,189.24	10,655.40		108,728.14
Standard & Hernando .....	3,552.78	9,443.38	60.00	14,707.80
Tampa & Gulf Coast .....	25,696.35	17,972.01	4,269.71	70,194.94

Tampa & Jacksonville.....	16,434.16	7,876.43	1,156.69	20,161.01
Tampa Northern .....	27,198.15	34,258.63	118.57	43,089.91
Tavares & Gulf.....	12,053.86	2,768.02	1,652.16	13,582.35
Tampa Union Station Co.....	2,703.32	.....	.....	16,333.86
Port St. Joe Dock & Terminal Co.....	1,003.60	.....	1.00	5.14
Total.....	\$ 3,456,148.82	\$ 3,534,592.93	\$ 558,863.12	\$ 7,855,069.27

RAILWAY OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1916, STATE OF FLORIDA.  
(Continued.)

NAME OF ROAD.	Transportation Water Line	Miscellaneous Operations	General Expenses	Total Railway Operating Expenses
Apalachicola Northern .....	\$ .....	\$ .....	\$ 13,993.06	\$ 157,267.07
Atlanta & St. Andrews Bay.....	.....	.....	8,604.17	117,313.78
Atlantic Coast Line.....	.....	28,737.95	203,041.22	5,234,959.78
Birmingham, Columbus & St. Andrews.....	.....	.....	4,089.00	18,521.27
Charlotte Harbor & Northern.....	.....	.....	22,345.43	400,938.36
East & West Coast.....	.....	5,747.05	.....	27,967.06
Fellsmere Railroad .....	.....	.....	135.00	22,916.41
Florida, Alabama & Gulf.....	.....	.....	3,857.75	24,975.19
Florida East Coast.....	268,918.37	42,316.32	234,676.22	3,995,585.79
Georgia, Florida & Alabama.....	.....	.....	12,450.24	151,803.44
Georgia & Florida.....	.....	.....	1,326.83	17,273.84
Georgia Southern & Florida.....	.....	.....	31,550.47	469,311.67
Gulf, Florida & Alabama.....	.....	.....	3,313.84	47,206.88
Jacksonville Terminal Co.....	.....	.....	12,705.69	185,486.43
Live Oak, Perry & Gulf.....	.....	.....	9,746.50	116,211.04
Louisville & Nashville.....	.....	2,892.57	42,231.87	1,196,096.32
Madison Southern .....	.....	.....	1,483.94	9,918.26
Marianna & Blountstown.....	.....	.....	2,950.91	21,992.01
Ocklawaha Valley .....	.....	.....	5,049.23	43,261.46
Ocala & Southwestern.....	.....	.....	6,039.11	13,704.10
Pensacola, Mobile & New Orleans.....	.....	.....	3,335.27	17,410.28
Seaboard Air Line.....	.....	9,858.91	177,062.24	3,705,296.19
South Georgia .....	.....	.....	4,904.90	50,781.05
St. Johns River Terminal Co.....	.....	.....	7,138.98	147,711.76
Standard & Hernando.....	.....	.....	414.00	28,177.96
Tampa & Gulf Coast.....	.....	.....	12,661.45	130,794.46

Tampa & Jacksonville.....	.....	.....	5,578.50	51,606.79
Tampa Northern .....	.....	.....	6,654.38	111,319.64
Tavares & Gulf.....	.....	.....	3,981.04	34,037.43
Tampa Union Station Co.....	.....	.....	1,597.34	20,634.52
Port St. Joe Dock & Terminal Co.....	.....	2,435.16	561.77	4,006.67
Total.....	\$	268,918.37	\$	91,987.96
			\$	843,480.35
				\$ 16,574,496.91

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVE-  
LY JUNE 30, 1915, AND JUNE 30, 1916, FOR STATE OF FLORIDA.

NAME OF ROAD.	OPERATING REVENUES.			
	Year Ending June 30, 1915	Year Ending June 30, 1916	Increase for Latter Year	Decrease for Latter Year
Apalachicola Northern .....	\$ 141,335.20	\$ 189,635.14	\$ 48,299.94	\$ .....
Atlanta & St. Andrews Bay.....	141,714.89	170,781.81	29,066.92	.....
Atlantic Coast Line.....	7,604,376.27	7,907,794.54	303,418.27	.....
Birmingham, Columbus & St. Andrews.....	26,268.69	26,090.82	.....	177.87
Charlotte Harbor & Northern.....	355,664.54	490,021.66	134,357.12	.....
East & West Coast.....	3,395.42	29,905.84	26,510.42	.....
Fel smere Railroad .....	16,719.88	12,235.41	.....	4,484.47
Florida, Alabama & Gulf.....	25,593.76	28,494.04	2,900.28	.....
Florida East Coast.....	5,513,477.49	7,204,482.36	1,691,004.87	.....
Georgia, Florida & Alabama.....	129,564.48	135,008.54	5,444.06	.....
Georgia & Florida.....	16,743.66	18,478.51	1,734.85	.....
Georgia Southern & Florida.....	422,045.64	477,284.57	55,238.93	.....
Gulf, Florida & Alabama.....	48,033.48	57,860.42	9,826.94	.....
Jacksonville Terminal Co.....	29,135.82	28,071.63	.....	1,064.19
Live Oak, Perry & Gulf.....	179,142.82	235,273.98	56,131.16	.....
Louisville & Nashville.....	1,488,007.52	1,663,792.26	175,784.74	.....
Madison Southern .....	9,712.42	17,007.52	7,295.10	.....
Marianna & Blountstown.....	41,043.66	35,305.30	.....	5,738.36
Ocklawaka Valley .....	37,119.77	42,985.29	5,865.52	.....
Ocala & Southwestern.....	10,688.48	11,534.88	846.40	.....
Pensacola, Mobile & New Orleans.....	10,447.04	26,045.93	15,598.89	.....
Seaboard Air Line.....	4,831,744.83	5,236,180.26	404,435.43	.....
South Georgia .....	65,642.37	207,656.95	142,014.58	.....

336



St. Johns River Terminal Co.....	59,849.54	70,061.18	10,211.64	.....
Standard & Hernando.....	22,053.57	35,220.99	13,167.42	.....
Tampa & Gulf Coast.....	185,472.60	186,873.21	1,400.61	.....
Tampa & Jacksonville.....	70,255.38	63,582.55	.....	6,672.83
Tampa Northern .....	112,042.81	109,656.75	.....	2,386.06
Tavares & Gulf.....	34,416.25	37,948.78	3,532.53	.....
Tampa Union Station Co.....	4,957.85	4,301.33	.....	656.52
Port St. Joe Dock & Terminal Co.....	3,852.20	2,582.47	.....	1,269.73

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVELY JUNE 30, 1915, AND JUNE 30, 1916, FOR STATE OF FLORIDA—(Continued).

NAME OF ROAD.	OPERATING EXPENSES.			
	Year Ending June 30, 1915	Year Ending June 30, 1916	Increase for Latter Year	Decrease for Latter Year
Apalachicola Northern .....	\$ 120,923.47	\$ 157,267.07	\$ 36,343.60	\$ .....
Atlanta & St. Andrews Bay.....	104,537.45	117,313.78	12,776.33	.....
Atlantic Coast Line.....	5,535,057.79	5,234,959.78	.....	300,098.01
Birmingham, Columbus & St. Andrews.....	19,338.88	18,521.27	.....	817.61
Charlotte Harbor & Northern.....	431,267.44	400,938.36	.....	30,329.08
East & West Coast.....	2,441.40	27,967.06	25,525.66	.....
Fel'smere Railroad .....	28,812.94	22,916.41	.....	5,896.53
Florida, Alabama & Gulf.....	22,791.55	24,975.19	2,183.64	.....
Florida East Coast.....	3,454,738.87	3,995,585.79	540,846.92	.....
Georgia, Florida & Alabama.....	153,767.08	151,803.44	.....	1,963.64
Georgia & Florida.....	16,730.66	17,273.84	543.18	.....
Georgia Southern & Florida.....	471,791.79	469,311.67	.....	2,480.12
Gulf, Florida & Alabama.....	39,744.11	47,206.88	7,462.77	.....
Jacksonville Terminal Co.....	162,795.75	185,486.43	22,690.68	.....
Live Oak, Perry & Gulf.....	109,216.63	116,211.04	6,994.41	.....
Louisville & Nashville.....	1,282,807.04	1,196,096.32	.....	86,710.72
Madison Southern .....	8,869.12	9,918.26	1,049.14	.....
Marianna & Blountstown.....	28,697.47	21,992.01	.....	6,705.46
Ocklawaha Valley .....	39,045.11	43,261.46	4,216.35	.....
Ocala & Southwestern.....	15,332.37	13,704.10	.....	1,628.27
Pensacola, Mobile & New Orleans...	12,813.35	17,410.28	4,596.93	.....
Seaboard Air Line.....	3,566,051.48	3,705,296.19	139,244.71	.....
South Georgia .....	46,651.46	50,781.05	4,129.59	.....

St. Johns River Terminal Co.....	169,797.97	147,711.76	.....	22,086.21
Standard & Hernando.....	34,437.48	28,177.96	.....	6,259.52
Tampa & Gulf Coast.....	114,951.92	130,794.46	15,842.54	.....
Tampa & Jacksonville.....	62,772.38	51,606.79	.....	11,165.59
Tampa Northern .....	146,384.11	111,319.64	.....	35,064.47
Tavares & Gulf.....	28,684.35	34,037.43	5,353.08	.....
Tampa Union Station Cl.....	23,079.42	20,634.52	.....	2,444.90
Port St. Joe Dock & Terminal Co.....	1,546.42	4,006.67	2,460.25	.....

# INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1916.

NAME OF COMPANY.	OPERATING		
	Railway Operating Revenues	Railway Operating Expenses	Net Revenue From Railway Operations
Apalachicola Northern .....	\$ 189,635.24	\$ 157,267.07	\$ 32,368.17
Atlanta & St. Andrews Bay.....	213,477.26	146,644.73	66,832.53
Atlantic Coast Line.....	34,445,110.33	22,797,008.37	11,648,101.96
Birmingham, Columbus & St. Andrews.....	26,090.82	18,521.27	7,569.55
Charlotte Harbor & Northern.....	490,021.66	400,938.36	89,083.30
East & West Coast.....	29,905.84	27,967.06	1,938.78
Fellsmere Railroad .....	12,235.41	22,916.41	*10,681.00
Florida, Alabama & Gulf.....	28,494.04	24,975.19	3,518.85
Florida East Coast.....	7,204,482.36	3,995,585.79	3,208,896.57
Georgia, Florida & Alabama.....	523,627.25	409,319.12	114,308.13
Georgia & Florida.....	739,141.82	691,116.70	48,025.12
Georgia Southern & Florida.....	2,445,408.44	1,833,852.86	611,555.57
Gulf, Florida & Alabama.....	170,570.30	152,280.48	18,289.82
Jacksonville Terminal Co.....	.....	.....	.....
Live Oak, Perry & Gulf.....	235,273.98	116,211.04	119,062.94
Louisville & Nashville.....	60,317,993.43	39,750,481.38	20,527,512.05
Madison Southern .....	17,007.52	9,918.26	7,089.26
Marianna & Blountstown.....	35,305.30	21,992.01	13,313.29
Ocklawaha Valley .....	42,985.29	43,241.76	*276.17
Ocala & Southwestern.....	11,534.88	13,704.10	*2,169.22
Pensacola, Mobile & New Orleans.....	41,804.41	26,115.40	15,689.01
Seaboard Air Line .....	14,127,788.65	16,075,629.91	8,052,158.74
South Georgia .....	207,656.95	151,676.78	55,980.17

072

St. Johns River Terminal Co.....			
Standard & Hernando .....	35,220.99	28,177.96	7,043.03
Tampa & Gulf Coast.....	136,873.21	130,794.46	56,078.75
Tampa & Jacksonville.....	63,278.05	51,606.79	11,671.26
Tampa Northern .....	109,656.75	111,319.64	*1,662.89
Tavares & Gulf.....	37,948.78	34,037.43	3,911.35
Tampa Union Station Co.....			
Port St. Joe Dock & Terminal Co.....	2,582.47	1,571.51	1,010.96

\* Deficit.



INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1916 — (Continued).

NAME OF COMPANY.	INCOME.		
	Railway Tax Accruals	Uncollectible Railway Revenues	Total Operating Income
Apalachicola Northern .....	\$ 12,860.00	\$.....	\$ 19,508.17
Atlanta & St. Andrews Bay.....	18,039.84	274.40	48,518.29
Atlantic Coast Line.....	1,793,830.70	15,466.24	9,838,805.02
Birmingham, Columbus & St. Andrews.....	2,447.95	.....	5,121.60
Charlotte Harbor & Northern.....	39,824.76	92.47	49,166.07
East & West Coast.....	563.00	.....	1,375.78
Fellsmere Railroad .....	2,634.99	.....	*13,315.99
Florida, Alabama & Gulf.....	2,450.59	18.99	1,049.27
Florida East Coast.....	326,854.96	624.02	2,881,417.59
Georgia, Florida & Alabama.....	24,350.00	467.02	89,491.11
Georgia & Florida.....	35,877.22	1,975.40	10,172.50
Georgia Southern & Florida.....	137,075.33	3,425.70	471,054.54
Gulf, Florida & Alabama.....	17,244.69	.....	1,045.13
Jacksonville Terminal Co.....	29,953.67	.....	*28,883.97
Live Oak, Perry & Gulf.....	13,985.14	.....	105,077.80
Louisville & Nashville.....	2,237,583.35	24,023.14	18,265,905.56
Madison Southern .....	817.32	.....	6,271.94
Marianna & Blountstown.....	2,779.56	.....	10,533.73
Ocklawaha Valley .....	4,551.42	43.00	4,870.59
Ocala & Southwestern.....	332.31	.....	2,501.53
Pensacola, Mobile & New Orleans.....	4,457.20	.....	11,231.81
Seaboard Air Line .....	1,150,825.55	8,266.53	6,893,066.66
South Georgia .....	11,768.56	43.41	44,168.20

St. Johns River Terminal Co.....	26,101.30		*26,101.30
Standard & Hernando .....	8,561.43		* 1,518.40
Tampa & Gulf Coast.....	12,042.89		44,035.86
Tampa & Jacksonville.....			
Tampa Northern .....	22,915.72	2.63	*24,581.24
Tavares & Gulf.....	2,023.07		1,888.28
Tampa Union Station Co.....	5,552.50		* 5,552.50
Port St. Joe Dock & Terminal Co.....	496.75	1,001.80	1,516.01

\* Deficit.

INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1916 — (Continued).

NAME OF COMPANY.	Non-Operating Income	Gross Income	Deductions From Gross Income	Net Income
Apalachicola Northern .....	\$ 10,784.87	\$ 30,293.04	\$ 116,330.65	\$ *86,037.61
Atlanta & St. Andrews Bay.....	806.65	49,324.94	61,024.12	*11,699.18
Atlantic Coast Line.....	4,137,150.24	13,975,955.26	6,220,419.01	7,755,536.25
Birmingham, Columbus & St. Andrews.....	150.00	5,271.60	3,376.40	1,895.17
Charlotte Harbor & Northern.....	44,078.82	93,244.89	116,596.99	*23,352.10
East & West Coast.....	.....	1,375.78	2,543.19	* 1,167.41
Fellsmere Railroad .....	.....	.....	.....	*13,315.99
Florida, Alabama & Gulf.....	27,100.00	28,149.44	29,879.64	* 1,730.20
Florida East Coast.....	163,209.70	3,044,627.20	2,161,738.33	882,888.96
Georgia, Florida & Alabama.....	11,194.21	93,597.25	128,627.76	*35,030.51
Georgia & Florida.....	7,636.16	17,808.66	575,216.36	*557,407.70
Georgia Southern & Florida.....	128,687.33	599,741.87	379,955.74	219,786.13
Gulf, Florida & Alabama.....	.....	1,045.13	75,610.30	*74,565.17
Jacksonville Terminal Co.....	72,928.51	44,044.54	44,044.54	.....
Live Oak, Perry & Gulf.....	2,509.50	107,587.30	52,635.91	54,951.39
Louisville & Nashville.....	4,456,168.95	22,722,074.51	8,682,844.42	14,039,130.09
Madison Southern .....	4,287.25	10,559.19	2,700.66	7,858.53
Marianna & Blountstown.....	.....	10,836.19	25,262.91	*14,426.72
Ocklawaha Valley .....	.....	*4,870.59	4,842.62	* 9,713.21
Ocala & Southwestern.....	.....	*2,501.53	3,257.70	* 5,759.23
Pensacola, Mobile & New Orleans.....	.....	11,231.81	350.00	10,881.81
Seaboard Air Line.....	620,466.65	7,513,523.31	6,375,411.18	1,138,112.13
South Georgia .....	414.25	44,582.45	34,594.87	9,987.58
St. Johns River Terminal Co.....	74,559.70	48,458.40	48,458.40	.....
Standard & Hernando .....	.....	*1,518.40	3,173.30	* 4,692.10

Tampa & Gulf Coast.....		44,035.86	69,759.91	25,724.05
Tampa & Jacksonville.....	1,620.30		36,785.10	
Tampa Northern .....	17,034.70	7,546.54	87,568.88	95,115.42
Tavares & Gulf.....		1,888.28	31,752.60	29,864.32
Tampa Union Station Co.....	20,107.60	14,555.10	12,225.00	2,330.10
Port St. Joe Dock & Terminal Co.....		1,516.01	7,737.62	* 6,221.61

\* Deficit.

## CAPITAL STOCK FOR THE YEAR ENDING JUNE 30, 1916.

NAME OF ROAD.	Length of Road Owned	CLASS OF STOCK.				Total Par Value of Amount Actually Outstanding at Close of Year	Amount Per Mile of Road
		Common Stock	Second Preferred Stock	First Preferred Stock	Debenture Stock		
Apalachicola Northern .....	97.13	\$ 3,000,000	\$.....	.....	.....	\$ 3,000,000	\$30,886.44
Atlanta & St. Andrews Bay.....	82.00	300,000	.....	.....	.....	300,000	3,658.53
Atlantic Coast Line.....	4,637.97	68,754,700	.....	.....	.....	68,754,700	14,824.30
Birmingham, Columbus & St. Andrews .....	.....	.....	.....	.....	.....	.....	.....
Charlotte Harbor & Northern.....	110.63	1,500,000	500,000	.....	.....	2,000,000	18,078.27
East & West Coast.....	.....	.....	.....	.....	.....	.....	.....
Fellsmere Railroad .....	.....	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	25.50	150,000	.....	.....	.....	150,000	5,882.35
Florida East Coast.....	739.24	10,000,000	.....	.....	.....	10,000,000	13,527.40
Georgia, Florida & Alabama.....	192.13	450,000	.....	.....	.....	450,000	2,342.16
Georgia & Florida.....	318.50	5,217,000	.....	3,478,000	.....	8,695,000	27,299.84
Georgia Southern & Florida.....	391.61	2,000,000	1,084,000	684,000	.....	3,678,000	9,391.99
Gulf, Florida & Alabama.....	142.50	3,528,000	882,000	.....	.....	4,410,000	30,947.36
Jacksonville Terminal Co.....	31.16	2,000,000	.....	.....	.....	2,000,000	.....
Live Oak, Perry & Gulf.....	83.88	600,000	.....	.....	.....	600,000	7,153.07
Louisville & Nashville.....	4,456.82	72,000,000	.....	.....	.....	72,000,000	16,155.01
Madison Southern .....	6.70	50,000	.....	.....	.....	50,000	7,462.68



Marianna & Blountstown.....	28.56	120,000				120,000	4,201.68
Ocklawaha Valley .....	45.50	250,000				250,000	5,494.56
Ocala & Southwestern.....	6.00	25,000				25,000	4,166.66
Pensacola, Mobile & New Orleans..	47.12	10,000				10,000	212.31
Seaboard Air Line.....	3,369.67	38,919,400		24,944,700		63,864,100	11,549.91
South Georgia .....	51.00	58,000				58,000	1,137.25
St. Johns River Terminal Co.....	35.02	100,000				100,000	.....
Standarn & Hernando.....	34.18	300,000				300,000	8,777.06
Tampa & Gulf Coast.....	79.10	250,000				250,000	3,160.55
Tampa & Jacksonville.....	56.00	604,900				604,900	10,801.78
Tampa Northern .....	58.74	500,000	250,000			750,000	12,768.13
Tavares & Gulf.....	36.40	250,000				250,000	6,868.13
Tampa Union Station Co.....	1.38	30,000				30,000	.....
Port St. Joe Dock & Terminal Co....	1.43	100,000				100,000	.....

FUNDED DEBT FOR THE YEAR ENDING JUNE 30, 1916.

NAME OF ROAD.	Length of Road Owned.	CLASS OF UNMATURED FUNDED DEBT.		
		Equipment Obligations	Mortgage Bonds	Collateral Trust Bonds
Apalachicola Northern .....	97.13	\$ .....	\$ 2,000,000	\$ .....
Atlanta & St. Andrews Bay .....	82.00	.....	850,000	.....
Atlantic Coast Line .....	4,637.97	1,823,000	97,314,000	35,000,000
Birmingham, Columbus & St. Andrews .....	.....	.....	.....	.....
Charlotte Harbor & Northern .....	110.63	.....	2,000,000	.....
East & West Coast .....	.....	.....	.....	.....
Fellsmere Railroad .....	.....	.....	.....	.....
Florida, Alabama & Gulf .....	25.50	.....	380,000	.....
Florida East Coast .....	616.90	300,000	12,000,000	.....
Georgia, Florida & Alabama .....	192.13	.....	2,113,000	.....
Georgia & Florida .....	318.50	38,112	7,822,000	.....
Georgia Southern & Florida .....	391.61	903,000	5,838,000	.....
Gulf, Florida & Alabama .....	142.50	.....	4,446,000	.....
Jacksonville Terminal Co. ....	31.16	.....	500,000	.....
Live Oak, Perry & Gulf .....	83.88	38,503	789,000	.....
Louisville & Nashville .....	4,456.82	4,550,000	156,802,000	10,603,000
Madison Southern .....	.....	.....	.....	.....
Marianna & Blountstown .....	28.50	200,000	.....	.....
Ocklawaha Valley .....	.....	.....	.....	.....
Ocala & Southwestern .....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans .....	.....	.....	.....	.....
Seaboard Air Line .....	3,369.67	5,608,602	94,591,500	.....
South Georgia .....	51.00	.....	204,000	.....

St. Johns River Terminal Co.....	35.02	.....	1,142,000	.....
Standard & Hernando.....	.....	.....	.....	.....
Tampa & Gulf Coast.....	79.10	30,879	750,000	.....
Tampa & Jacksonville.....	56.00	.....	520,000	.....
Tampa Northern .....	58.74	.....	1,258,000	.....
Tavares & Gulf.....	36.40	.....	299,000	.....
Tampa Union Station Co.....	1.38	.....	225,000	.....
Port St. Joe Dock & Terminal Co.....	1.43	.....	1,106,000	.....

FUNDED DEBT FOR THE YEAR ENDING JUNE 30, 1916—Continued.

NAME OF ROAD.	CLASS OF UNMATURED FUNDED DEBT			Total Funded Debt Outstanding at Close of Year	Amount Per Mile of Road Owned
	Income Bonds	Miscellaneous Obligations	Receipts Outstanding		
Apalachicola Northern .....	\$ .....	\$ .....	.....	\$ 2,000,000	\$ 20,590.96
Atlanta & St. Andrews Bay.....	.....	.....	.....	850,000	10,365.85
Atlantic Coast Line .....	22,000	4,618,635	.....	138,777,635	29,922.06
Birmingham, Columbus & St. Andrews .....	.....	.....	.....	.....	.....
Charlotte Harbor & Northern.....	.....	.....	.....	2,000,000	18,073.75
East & West Coast.....	.....	.....	.....	.....	.....
Fellsmere Railroad .....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	.....	.....	.....	380,000	14,901.96
Florida East Coast.....	25,000,000	.....	.....	37,300,000	60,463.60
Georgia, Florida & Alabama.....	.....	.....	.....	2,113,000	10,997.81
Georgia & Florida.....	.....	.....	.....	7,860,112	24,678.53
Georgia Southern & Florida.....	.....	.....	.....	6,741,000	17,213.55
Gulf, Florida & Alabama.....	.....	.....	.....	4,446,000	31,200.00
Jacksonville Terminal Co.....	.....	.....	.....	500,000	.....
Live Oak, Perry & Gulf.....	.....	.....	.....	827,503	9,870.08
Louisville & Nashville.....	.....	5,825	.....	171,960,825	38,583.74
Madison Southern .....	.....	.....	.....	.....	.....
Marianna & Blountstown .....	.....	.....	.....	200,000	7,105.84
Ocklawaha Valley .....	.....	.....	.....	.....	.....
Ocala & Southwestern .....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans.....	.....	.....	.....	.....	.....
Seaboard Air Line.....	25,000,000	.....	.....	125,200,102	37,155.00
South Georgia .....	.....	.....	.....	204,000	4,000.00
St. Johns River Terminal Co.....	.....	.....	.....	1,142,000	.....

350

Standard & Hernando.....	.....	.....	.....	.....	.....
Tampa & Gulf Coast.....	.....	.....	.....	780,879	9,860.93
Tampa & Jacksonville.....	.....	.....	.....	520,000	9,285.71
Tampa Northern .....	.....	.....	.....	1,258,000	21,418.11
Tavares & Gulf.....	.....	.....	.....	299,000	8,214.21
Tampa Union Station Co.....	.....	.....	.....	225,000	.....
Port St. Joe Dock & Terminal Co....	.....	.....	.....	1,106,000	.....



INVESTMENT IN ROAD AND EQUIPMENT FOR THE YEAR ENDING JUNE 30, 1916—STATE OF FLORIDA.

NAME OF ROAD.	EXPENDITURES FOR ROAD.		
	Investment in New Lines and Extensions During the Year	Investment in Additions and Betterments During the Year	Total Investment in Road During the Year
Apalachicola Northern .....	\$ .....	\$ 25,389.62	\$ 25,389.62
Atlanta & St. Andrews Bay.....	.....	6,333.23	6,333.23
Atlantic Coast Line.....	16,267.94	226,442.82	242,710.76
Birmingham, Columbus & St. Andrews.....	.....	151.25	151.25
Charlotte Harbor & Northern.....	.....	265,513.66	265,513.66
East & West Coast.....	.....	14,666.44	14,666.44
Fellsmere Railroad .....	.....	.....	.....
Florida, Alabama & Gulf.....	.....	.....	.....
Florida East Coast.....	74,036.03	302,498.80	376,534.83
Georgia, Florida & Alabama.....	.....	1,156.71	1,156.71
Georgia & Florida.....	.....	.....	.....
Georgia Southern & Florida.....	.....	*10,598.02	*10,598.02
Gulf, Florida & Alabama.....	.....	.....	.....
Jacksonville Terminal Co.....	.....	37,046.08	37,046.08
Live Oak, Perry & Gulf.....	.....	1,641.39	1,641.39
Louisville & Nashville.....	.....	66,428.85	66,428.85
Madison Southern .....	.....	58.90	58.90
Marianna & Blountstown.....	.....	.....	.....
Ocklawaha Valley .....	.....	2,849.98	2,849.98
Ocala & Southwestern.....	.....	2,053.05	2,053.05
Pensacola, Mobile & New Orleans.....	.....	.....	.....
Seaboard Air Line.....	21,284.69	170,887.20	192,171.89
South Georgia .....	.....	.....	.....
St. Johns River Terminal Co.....	.....	33,756.73	33,756.73

352

Standard & Hernando.....	.....	.....	.....
Tampa & Gulf Coast.....	23,980.76	10,132.49	34,113.25
Tampa & Jacksonville.....	.....	1,192.71	1,192.71
Tampa Northern .....	.....	3,740.40	3,740.40
Tavares & Gulf.....	.....	.....	.....
Tampa Union Station Co.....	.....	.....	.....
Port St. Joe Dock & Terminal Co.....	.....	.....	.....
Total .....	135,569.42	1,171,940.31	1,307,509.73

## \*Deductions.

Interstate Lines do not give amount of Investment in Equipment and General Expenditures for State of Florida.

INVESTMENT IN ROAD AND EQUIPMENT FOR THE YEAR ENDING JUNE 30, 1916—STATE OF FLORIDA.  
(Continued.)

NAME OF ROAD.	Total Expenditures for Equipment During the Year	Total General Expenditures During the Year	Grand Total
Apa'achicola Northern .....	\$ *35,030.51	.....	\$ * 9,640.89
Atlanta & St. Andrews Bay.....	* 5,763.05	.....	570.18
Atlantic Coast Line.....	.....	.....	242,710.76
Birmingham, Columbus & St. Andrews.....	125.00	.....	276.25
Charlotte Harbor & Northern.....	16,180.30	6,039.62	287,733.58
East & West Coast.....	.....	.....	14,666.44
Fellsmere Railroad .....	.....	.....	.....
Florida, Alabama & Gulf.....	4,618.00	.....	4,618.00
Florida East Coast.....	352,034.32	2,436.56	731,005.71
Georgia, Florida & Alabama.....	.....	.....	1,156.71
Georgia & Florida.....	.....	.....	.....
Georgia Southern & Florida.....	49,289.42	.....	38,691.40
Gulf, Florida & Alabama.....	.....	.....	.....
Jacksonville Terminal Co.....	.....	.....	37,046.08
Live Oak, Perry & Gulf.....	* 9,055.64	.....	* 7,414.25
Louisville & Nashville.....	.....	.....	66,428.85
Madison Southern .....	635.76	.....	694.66
Marianna & Blountstown.....	5,496.69	.....	5,496.69
Ocklawaha Valley .....	.....	.....	2,849.98
Ocala & Southwestern.....	.....	.....	2,053.05
Pensacola, Mobile & New Orleans.....	.....	.....	.....

354

Seaboard Air Line.....	.....	.....	192,171.89
South Georgia .....	.....	.....	.....
St. Johns River Terminal Co.....	.....	1,552.51	35,309.24
Standard & Hernando.....	* 5,597.51	.....	* 5,597.51
Tampa & Gulf Coast.....	13,508.26	535.63	48,157.14
Tampa & Jacksonville.....	.....	.....	1,192.71
Tampa Northern .....	* 3,848.08	.....	* 107.68
Tavares & Gulf.....	11,921.48	.....	11,921.48
Tampa Union Station Co.....	.....	.....	.....
Port St. Joe Dock & Terminal Co.....	.....	.....	.....
Total .....	.....	.....	.....

\*Deductions.

Interstate Lines do not give amount of Investment in Equipment and General Expenditures for State of Florida.

TOTAL INVESTMENT TO JUNE 30, 1916—ENTIRE LINE.

NAME OF ROAD.	INVESTMENT TO JUNE 30, 1907		Investment From July 1, 1907, to June 30, 1914
	Road	Equipment	
Apalachicola Northern .....	\$ .....	\$ .....	\$ .....
Atlanta & St. Andrews Bay .....	1,159,008.48	113,899.86	222,612.94
Atlantic Coast Line .....	118,942,804.70	25,803,719.39	31,071,081.00
Birmingham, Columbus & St. Andrews* .....	.....	.....	.....
Charlotte Harbor & Northern .....	2,517,980.97	55,157.92	281,803.09
East & West Coast* .....	.....	.....	.....
Fellsmere Railroad* .....	.....	.....	.....
Florida, Alabama & Gulf .....	.....	.....	156,848.80
Florida East Coast .....	12,590,201.21	2,627,001.09	31,041,711.80
Georgia, Florida & Alabama* .....	.....	.....	.....
Georgia & Florida .....	.....	.....	.....
Georgia Southern & Florida .....	8,821,418.77	1,404,298.40	2,123,756.30
Gulf, Florida & Alabama .....	.....	.....	3,848,000.00
Jacksonville Terminal Co. ....	538,869.21	25,212.70	306,708.55
Live Oak, Perry & Gulf .....	1,070,256.76	63,671.63	208,448.72
Louisville & Nashville* .....	.....	.....	.....
Madison Southern .....	.....	.....	65,333.72
Marianna & Blountstown .....	.....	.....	172,759.14
Ocklawaha Valley .....	.....	.....	.....
Ocala & Southwestern .....	.....	.....	45,415.19
Pensacola, Mobile & New Orleans* .....	.....	.....	.....
Seaboard Air Line .....	113,979,096.41	12,213,660.85	48,820,275.39
South Georgia .....	303,257.21	60,571.32	106,148.85
St. Johns River Terminal Co. ....	1,187,137.91	10,000.00	71,350.20

356



Standard & Hernando .....	.....	.....	.....
Tampa & Gulf Coast.....	.....	.....	850,869.01
Tampa & Jacksonville.....	.....	.....	1,159,179.81
Tampa Northern .....	.....	.....	2,046,409.33
Tavares & Gulf .....	.....	.....	.....
Tampa Union Station Co.....	.....	.....	.....
Port St. Joe Dock & Terminal Co.....	.....	.....	.....

\* No Records.

TOTAL INVESTMENT TO JUNE 30, 1916—ENTIRE LINE—Continued.

NAME OF ROAD.	Investment Since June 30, 1914	Total Investment in Road and Equipment	Length of Road Owned	Average Investment Per Mile of Road Owned
Apalachicola Northern .....	\$ .....	\$ 4,420,406.42	\$ 102.02	\$ 43,328.70
Atlanta & St. Andrews Bay.....	10,716.11	1,506,237.39	82.00	18,368.75
Atlantic Coast Line.....	2,804,085.34	178,621,690.43	4,651.80	37,943.99
Birmingham, Columbus & St. Andrews .....	.....	.....	.....	.....
Charlotte Harbor & Northern.....	406,418.28	3,259,360.26	110.63	29,461.81
East & West Coast*.....	.....	.....	.....	.....
Fellsmere Railroad* .....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	4,618.00	161,476.80	25.50	6,332.42
Florida East Coast.....	1,948,944.53	48,207,858.63	739.24	65,212.73
Georgia, Florida & Alabama*.....	.....	.....	.....	.....
Georgia & Florida.....	.....	15,487,742.03	318.50	48,627.13
Georgia Southern & Florida.....	152,023.44	12,501,496.91	391.61	31,923.33
Gulf, Florida & Alabama.....	4,972,000.00	8,820,000.00	156.61	56,318.24
Jacksonville Terminal Co.....	62,157.56	932,948.02	* 31.16	29,940.57
Live Oak, Perry & Gulf.....	*5,420.87	1,336,956.24	83.88	15,938.91
Louisville & Nashville*.....	.....	.....	.....	.....
Madison Southern .....	7,983.81	73,317.53	6.70	10,913.06
Marianna & Blountstown.....	5,496.69	178,255.83	28.56	6,241.45
Ocklawaha Valley .....	.....	252,849.98	45.50	5,557.14
Ocala & Southwestern .....	2,053.05	47,468.24	0.00	7,911.37
Pensacola, Mobile & New Orleans*....	.....	.....	.....	.....
Seaboard Air Line.....	4,928,216.33	179,941,249.02	3,369.67	53,400.22
South Georgia .....	*433.36	469,544.02	51.00	9,206.74
St. Johns River Terminal Co.....	61,826.58	1,330,314.69	35.02	.....

250

Standard & Hernando .....	.....	450,496.17	34.18	13,120.45
Tampa & Gulf Coast.....	197,596.65	1,048,465.66	86.80	12,079.10
Tampa & Jacksonville.....	2,407.07	1,161,586.88	56.00	20,742.62
Tampa Northern .....	*66,674.64	1,979,734.69	58.74	33,703.35
Tavares & Gulf .....	.....	597,771.30	36.40	16,422.28
Tampa Union Station Co.....	.....	255,799.23	.....	.....
Port St. Joe Dock & Terminal Co....	.....	1,122,489.91	.....	.....

\* No Records.

REVENUE FREIGHT CARRIED DURING THE YEAR—STATE OF FLORIDA.

NAME OF COMPANY	Products of Agriculture. Number of Tons (2,000 Lbs. Each)	Products of Animals. Number of Tons (2,000 Lbs. Each)	Products of Mines. Number of Tons (2,000 Lbs. Each)	Products of Forests. Number of Tons (2,000 Lbs. Each)
Apalachicola Northern .....	4,592	997	2,051	66,368
Atlanta & St. Andrews Bay*.....	.....	.....	.....	.....
Atlantic Coast Line.....	560,030	36,056	1,011,385	1,399,901
Birmingham, Columbus & St. Andrews .....	763	99	.....	6,177
Charlotte Harbor & Northern.....	30,605	1,588	474,696	51,138
East & West Coast.....	4,139	79	230	13,702
Fellsmere Railroad* .....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	1,157	144	62	16,927
Florida East Coast.....	53,453	84,101	218,975	180,023
Georgia, Florida & Alabama.....	593	1,809	5,528	6,923
Georgia & Florida* .....	.....	.....	.....	.....
Georgia Southern & Florida.....	374	546	1,504	45,871
Gulf, Florida & Alabama.....	263	.....	65	37,816
Jacksonville Termina' Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf*.....	.....	.....	.....	.....
Louisville & Nashville.....	7,959	836	1,193	55,992
Madison Southern .....	.....	.....	.....	29,968
Marianna & Blountstown.....	4,220	225	.....	12,300
Ocklawaha Valley .....	2,881	132	365	22,088
Ocala & Southwestern.....	292	.....	5,622	20,178
Pensacola, Mobile & New Orleans*..	.....	.....	.....	.....
Seaboard Air Line.....	144,923	19,540	376,318	546,309
South Georgia* .....	.....	.....	.....	.....
St. Johns River Terminal Co.....	.....	.....	.....	.....

360

Standard & Hernando.....	.....	.....	80,578	1,591
Tampa & Gulf Coast.....	21,592	959	18,095	50,955
Tampa & Jacksonville.....	14,955	.....	4,133	33,105
Tampa Northern .....	4,591	369	2,223	70,300
Tavares & Gulf.....	10,016	.....	.....	1,002
Tampa Union Station Co.....	.....	.....	.....	.....
Port St. Joe Dock & Terminal Co....	.....	.....	.....	.....

\*No Record.



## REVENUE FREIGHT CARRIED DURING THE YEAR—STATE OF FLORIDA—Continued.

	Manufactures. Number of Tons (2,000 Lbs. Each)	Miscellaneous Commodities. (Carload Rates) Number of Tons (2,000 Lbs. Each)	L. C. L. Goods Not Distributed. Number of Tons (2,000 Lbs. Each)	Total Revenue Freight Carried. Number of Tons (2,000 Lbs. Each)
Apalachicola Northern .....	16,643	.....	2,887	93,538
Atlanta & St. Andrews Bay*.....	.....	.....	.....	.....
Atlantic Coast Line.....	734,646	126,075	254,766	4,122,859
Birmingham, Columbus & St. Andrews	3,153	88	1,190	11,470
Charlotte Harbor & Northern.....	34,867	18,675	669	612,238
East & West Coast.....	2,151	27	866	21,194
Fellsmere Railroad* .....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	6,159	.....	788	25,237
Florida East Coast.....	150,936	764	17,325	705,577
Georgia, Florida & Alabama.....	3,361	847	4,869	23,930
Georgia & Florida* .....	.....	.....	.....	.....
Georgia Southern & Florida.....	2,028	715	2,744	53,782
Gulf, Florida & Alabama.....	1,162	824	112	40,242
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf*.....	.....	.....	.....	.....
Louisville & Nashville.....	56,944	1,335	26,529	150,788
Madison Southern .....	974	872	.....	31,814
Marianna & Blountstown.....	200	4,010	539	21,494
Ocklawaha Valley .....	4,722	1,288	196	31,672
Ocala & Southwestern.....	524	227	296	27,139
Pensacola, Mobile & New Orleans*..	.....	.....	.....	.....
Seaboard Air Line.....	360,853	57,315	.....	1,505,258
South Georgia* .....	.....	.....	.....	.....

St. Johns River Terminal Co.....	.....	.....	.....	.....
Standard & Hernando.....	32,178	5,424	.....	119,771
Tampa & Gulf Coast.....	50,041	2,941	1,777	146,360
Tampa & Jacksonville.....	393	1,520	.....	54,106
Tampa Northern .....	13,115	575	816	91,989
Tavares & Gulf.....	142	5,926	.....	17,086
Tampa Union Station Co.....	.....	.....	.....	.....
Port St. Joe Dock & Terminal Co....	.....	.....	.....	.....

\*No Record.

TAXES ON RAILWAY PROPERTY OF RAILROADS OPERATING WITHIN THE STATE FOR THE YEAR  
ENDING JUNE 30, 1916.

NAME OF COMPANY	Amount of Taxes, State of Florida	Amount of Taxes, State of Georgia	Amount of Taxes, State of Alabama	Amount of Taxes, State of Mississippi
Apalachicola Northern .....	\$ 13,868.92	\$ .....	\$ .....	\$ .....
Atlanta & St. Andrews Bay.....	13,581.20	.....	4,398.00	.....
Atlantic Coast Line.....	525,134.89	250,836.56	76,889.01	.....
Birmingham, Columbus & St. Andrews	2,447.95	.....	.....	.....
Charlotte Harbor & Northern.....	39,824.76	.....	.....	.....
East & West Coast.....	563.00	.....	.....	.....
Fel smere Railroad .....	2,634.99	.....	.....	.....
Florida, Alabama & Gulf*.....	.....	.....	.....	.....
Florida East Coast.....	309,033.09	.....	.....	.....
Georgia, Florida & Alabama.....	12,956.20	11,393.80	.....	.....
Georgia & Florida.....	3,000.00	32,839.87	.....	.....
Georgia Southern & Florida.....	40,984.69	94,591.12	.....	.....
Gulf, Florida & Alabama*.....	.....	.....	.....	.....
Jacksonville Terminal Co.....	29,682.03	.....	.....	.....
Live Oak, Perry & Gulf.....	13,818.95	.....	.....	.....
Louisville & Nashville.....	105,961.94	46,018.32	539,256.49	54,240.39
Madison Southern .....	817.32	.....	.....	.....
Marianna & Blountstown.....	2,779.56	.....	.....	.....
Ocklawaha Valley .....	4,551.42	.....	.....	.....
Ocala & Southwestern.....	332.31	.....	.....	.....
Pensacola, Mobile & New Orleans*..	.....	.....	.....	.....
Seaboard Air Line.....	381,127.99	224,414.32	56,889.58	.....
South Georgia .....	6,894.53	4,672.82	.....	.....
St. Johns River Terminal Co.....	26,101.30	.....	.....	.....

Standard & Hernando.....	8,561.43	.....	.....	.....
Tampa & Gulf Coast.....	12,042.89	.....	.....	.....
Tampa & Jacksonville.....	.....	.....	.....	.....
Tampa Northern .....	22,915.72	.....	.....	.....
Tavares & Gulf.....	2,023.07	.....	.....	.....
Tampa Union Station Co.....	5,552.50	.....	.....	.....
Port St. Joe Dock & Terminal Co..	496.75	.....	.....	.....

\*Taxes not given separately for each State.

TAXES ON RAILWAY PROPERTY OF RAILROADS OPERATING WITHIN THE STATE FOR THE YEAR  
ENDING JUNE 30, 1916—Continued.

	Amount of Taxes, State of Louisiana	Amount of Taxes, State of South Carolina	Amount of Taxes, State of North Carolina	Amount of Taxes, State of Virginia
Apalachicola Northern .....	\$.....	\$ .....	\$.....	\$ .....
Atlanta & St. Andrews Bay.....	.....	.....	.....	.....
Atlantic Coast Line.....	.....	322,230.12	456,831.84	84,045.63
Birmingham, Columbus & St. Andrews .....	.....	.....	.....	.....
Charlotte Harbor & Northern.....	.....	.....	.....	.....
East & West Coast.....	.....	.....	.....	.....
Fel smere Railroad .....	.....	.....	.....	.....
Florida, Alabama & Gulf*.....	.....	.....	.....	.....
Florida East Coast.....	.....	.....	.....	.....
Georgia, Florida & Alabama.....	.....	.....	.....	.....
Georgia & Florida.....	.....	.....	.....	.....
Georgia Southern & Florida.....	.....	.....	.....	.....
Gulf, Florida & Alabama*.....	.....	.....	.....	.....
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	.....	.....	.....	.....
Louisville & Nashville.....	60,873.14	.....	1,405.34	34,976.29
Madison Southern .....	.....	.....	.....	.....
Marianna & Blountstown.....	.....	.....	.....	.....
Ocklawaha Valley .....	.....	.....	.....	.....
Ocala & Southwestern.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans*..	.....	.....	.....	.....
Seaboard Air Line.....	.....	120,422.41	279,768.12	83,116.89
South Georgia .....	.....	.....	.....	.....
St. Johns River Terminal Co.....	.....	.....	.....	.....



Standard & Hernando.....	.....	.....	.....	.....
Tampa & Gulf Coast.....	.....	.....	.....	.....
Tampa & Jacksonville.....	.....	.....	.....	.....
Tampa Northern .....	.....	.....	.....	.....
Tavares & Gulf.....	.....	.....	.....	.....
Tampa Union Station Co.....	.....	.....	.....	.....
Port St. Joe Dock & Terminal Co..	.....	.....	.....	.....

\*Taxes not given separately for each State.

TAXES ON RAILWAY PROPERTY OF RAILROADS OPERATING WITHIN THE STATE FOR THE YEAR  
ENDING JUNE 30, 1916—Continued.

	Amount of Taxes, All Other States	Amount of Taxes, U. S. Government	Total Amount of Taxes
Apalachicola Northern .....	\$ .....	\$.....	\$ 13,868.92
Atlanta & St. Andrews Bay.....	.....	60.57	18,039.84
Atlantic Coast Line.....	34.88	77,827.77	1,793,830.70
Birmingham, Columbus & St. Andrews.....	.....	.....	2,447.95
Charlotte Harbor & Northern.....	.....	.....	39,824.76
East & West Coast.....	.....	.....	563.00
Fel'smere Railroad .....	.....	.....	2,634.99
Florida, Alabama & Gulf*.....	.....	.....	2,450.59
Florida East Coast.....	.....	17,821.87	326,854.96
Georgia, Florida & Alabama.....	.....	.....	24,350.00
Georgia & Florida.....	.....	37.35	35,877.22
Georgia Southern & Florida.....	.....	1,499.52	137,075.33
Gulf, Florida & Alabama*.....	.....	.....	17,244.69
Jacksonville Terminal Co.....	.....	271.64	29,953.67
Live Oak, Perry & Gulf.....	.....	166.19	13,985.14
Louisville & Nashville.....	1,310,745.80	84,105.64	2,237,583.35
Madison Southern .....	.....	.....	817.32
Marianna & Blountstown.....	.....	.....	2,779.56
Ocklawaha Valley .....	.....	.....	4,551.42
Ocala & Southwestern.....	.....	.....	332.31
Pensacola, Mobile & New Orleans*.....	.....	.....	4,457.20
Seaboard Air Line.....	.....	5,086.24	1,150,825.55
South Georgia .....	.....	201.00	11,768.56
St. Johns River Terminal Co.....	.....	.....	26,101.30

368

Standard & Hernando.....	.....	.....	8,561.43
Tampa & Gulf Coast.....	.....	.....	12,042.89
Tampa & Jacksonville.....	.....	.....	.....
Tampa Northern .....	.....	.....	22,915.72
Tavares & Gulf.....	.....	.....	2,023.07
Tampa Union Station Co.....	.....	.....	5,552.50
Port St. Joe Dock & Terminal Co.....	.....	.....	496.75

\*Taxes not given separately for each State.



# Report of Derailments and Wrecks and Accidents to Persons from February 29 to December 31, 1916.

TIME OF WRECK		Date Telegram Received	PLACE OF WRECK OR ACCI- DENT TO PERSONS	Freight Train Number	Passenger Train Number	Freight Engine Number	Passenger Engine Number	Whether Freight or Pas- senger, or Both	CAUSE OF WRECK OR ACCIDENT TO PERSONS	DAMAGE		Number Persons Killed or Injured		Receipt of Written Report	REMARKS
Hour	Date									Equipment	Track	Em- ployees	Others		
ATLANTIC COAST LINE RAILROAD.															
Noon	2 Mar., 1916	3 Mar., 1916	Lake Alfred		91			Passenger	Struck auto at crossing.	\$	\$		1	1	Struck auto at highway crossing.
4:40 P. M.	17 Mar., 1916	17 Mar., 1916	Near Leesburg		40			Passenger	Struck auto				2		
2:40 P. M.	22 Mar., 1916	23 Mar., 1916	Near Alachua		237		231	Passenger	Ran into burned trestle.	105.00			2		24 Mar., 1916 Two passengers slightly injured.
2:20 P. M.	19 Mar., 1916		Clay Center—South Palatka	1004				Freight	Defect in car bearings.	135.00					23 Mar., 1916 Derailed 5 cars rail.
5:55 P. M.	27 Mar., 1916	27 Mar., 1916	Jacksonville		95			Passenger	Struck by train at terminal.			1			Car cleaner struck by train at Terminal shed.
3:35 P. M.	24 Mar., 1916	25 Mar., 1916	Joshua Creek trestle.	213		950		Freight	Loaded tank car.	2,775.00					27 Mar., 1916 Derailed 8 cars in trestle.
1:15 P. M.	26 Mar., 1916		Lottleville	718				Freight	Log falling from car.	110.00					27 Mar., 1916 Derailed 2 cars logs.
10 P. M.	31 Mar., 1916		Rochelle	300		939		Freight	Loose guard rail.	50.00					4 Apr., 1916 Derailed 1 car.
5:55 P. M.	1 Apr., 1916	2 Apr., 1916	2 miles south of Baldwin.	906				Freight	Ran over cow.	1,575.00					4 Apr., 1916 Derailed 21 log trucks.
10 P. M.	5 Apr., 1916		Galloway		43			Passenger	Jumping off moving train.				1		8 Apr., 1916 Passenger fell in trestle and broke leg.
2:23 P. M.	29 Apr., 1916	30 Apr., 1916	Homosassa		47			Mixed	Asleep on track.				1		White trespasser asleep on track.
Midnight	10 May, 1916	11 May, 1916	Near Thonotosassa Junction.		116		556	Mixed	Struck automobile				2		12 May, 1916 One slightly injured, one badly bruised.
3:30 P. M.	11 May, 1916	12 May, 1916	Near Magnolia Springs.	209				Freight	Asleep on track.				1		12 May, 1916 White trespasser lying between rails.
1:10 P. M.	24 May, 1916	24 May, 1916	Near Lisbend	158				Freight	Unknown			2			Derailed 3 cars, 2 slightly injured.
4:40 P. M.	23 May, 1916	24 May, 1916	Near Sparlin	210				Freight	Jumping off moving train.				1		25 May, 1916 Colored tramp had leg broken.
5:05 P. M.	17 June, 1916		Ocala					Switch Engine	Coupling cars			1			21 June, 1916 White flagman severely injured.
4:45 P. M.	20 June, 1916		In Sanford Yard.	184				Pay Train	Sitting on side of track.			1			22 June, 1916 Colored section laborer intoxicated.
5:50 A. M.	27 June, 1916		Arcadia		48			Passenger	Attempting to cross track ahead of tn			1			28 June, 1916 Colored section laborer badly injured.
5:50 A. M.	1 July, 1916	5 July, 1916	1 1/2 miles so. of Loughman.		89			Passenger	Lying on track.				1		3 July, 1916 Colored trespasser, apparently drunk.
5:30 A. M.	5 July, 1916	11 July, 1916	Kissimmee	331		967		Freight	Collision with cars in yard.			1			10 July, 1916 Demolished 1 car and damaging pilot of engine.
3:00 P. M.	11 July, 1916	15 July, 1916	2 miles south of Webster.	extra		918		Freight	Unknown	440.00					15 July, 1916 Derailed 6 cars.
5:00 A. M.	15 July, 1916	17 July, 1916	Near Huntington	1004				Freight	Cattle on track.	100.00					19 July, 1916 Derailed 2 cars.
5:00 A. M.	16 July, 1916	18 July, 1916	Croom		39			Passenger	Unknown	10.00					19 July, 1916 Derailed parlor car.
5:00 A. M.	18 July, 1916	28 July, 1916	Oneatham					Freight	Struck automobile				1		Driver jumped from car and injured.
5:00 A. M.	28 July, 1916	3 Oct., 1916	Bet. Sorrento and Mt. Dora.	158				Freight	Brake beam falling down.	1,170.00					Derailed 6 cars.
Midnight	20 Sept., 1916	1 Oct., 1916	Archer					Mixed	Attempting to get on moving train.				1		Colored trespasser.
4:45 P. M.	29 Sept., 1916	3 Oct., 1916	3 miles south of Avon Park.	179		953		Freight	Truck breaking	25.00					3 Oct., 1916 Derailed 1 car.
5:00 A. M.	5 Oct., 1916	5 Oct., 1916	3 miles south of Carbur.	343		943		Freight	Brake rigging coming down.	235.00					12 Oct., 1916 Derailed 3 cars.
4:43 A. M.	12 Oct., 1916	12 Oct., 1916	3 miles south of Inverness.		35			Passenger	Asleep on track.				1		14 Oct., 1916 Unknown white man.
5:50 A. M.	13 Oct., 1916	13 Oct., 1916	Enterprise Junction.		82		245	Passenger	Porter unlocking switch.	10.00					14 Oct., 1916 Sleeper derailed at switch.
5:29 A. M.	13 Oct., 1916	13 Oct., 1916	Haines City	330		998		Freight	Struck auto on crossing.				1		14 Oct., 1916 Driver of car killed.
5:15 P. M.	20 Oct., 1916		1/2 mile north of Galloway.	945				Freight	Bolts from arch bar coming loose.	115.00					22 Oct., 1916 Derailed 1 car.
5:25 A. M.	17 Nov., 1916	18 N.v., 1916	3 miles from Clermont.	101		964		Mixed	Broken flange on A. C. L. car.	195.00					22 Nov., 1916 Derailed 7 cars.
4:40 A. M.	19 Nov., 1916		Bessent	extra		718		Freight	Defective joint on side track.	165.00					24 Nov., 1916 Derailed 3 cars.
5:15 P. M.	27 Nov., 1916	28 Nov., 1916	Longwood	extra	967	995		Freights	Rear end collision	210.00		2			2 Dec., 1916 Caused by failure of flagman to go out far enough.
5:00 P. M.	30 Nov., 1916		Dunedin	337				Freight	Struck automobile				3		2 Dec., 1916
5:55 P. M.	4 Dec., 1916		Tavares	157		300		Mixed	Throwing switch under rear trucks.	85.00					12 Feb., 1917
5:36 P. M.	11 Dec., 1916	12 Dec., 1916	Drennon	997				Freight	Piece of timber falling off car.	1,350.00					13 Feb., 1917 Derailed 4 loaded cars.
5:00 A. M.	14 Dec., 1916	14 Dec., 1916	Near Juliette	207		914		Freight	Brake beam coming down.	30.00					15 Dec., 1916 Brake beam coming down under A. C. L. car.
5:15 P. M.	15 Dec., 1916	16 Dec., 1916	Orange Park		85			Passenger	Loose wheel						Derailed 1 coach.
5:58 P. M.	22 Dec., 1916	23 Dec., 1916	Jacksonville		2-85			Passenger	Struck switch engine.	600.00		3			26 Dec., 1916 Derailed both engines.
5:25 P. M.	24 Dec., 1916	25 Dec., 1916	Beresford		80			Passenger	Standing on crossing.				1		White man, deaf, standing on crossing on curve.
SEABOARD AIR LINE RAILWAY.															
5:20 P. M.	9 Mar., 1916		Hampton	751				Freight	Attempting to board moving train.			1			Flagman killed attempting to board moving train.
5:00 A. M.	28 Mar., 1916		North "Y" switch, Sarasota.	101		165		Passenger	Switch partly open.			3			24 Apr., 1916 Derailed engine, mail and baggage, express car and 2 coaches.
5:15 P. M.	11 Apr., 1916	12 Apr., 1916	Campville		10			Passenger	Crossing track in front of train.				1		Trespasser, colored, attempting to cross track in front of train.
5:35 A. M.	29 Apr., 1916	29 Apr., 1916	Jacksonville					Shop Engine	Struck by engine in yard.				1		2 May, 1916 Trespasser struck by engine; leg cut off.
4:45 P. M.	8 June, 1916		Starke	87				Freight	Attempting to board moving train.				1		10 June, 1916 Trespasser, attempting to board train, fell; leg cut off.
4:45 P. M.	7 July, 1916		Gretna	extra				Work Train	Coupling cars			1			11 July, 1916
5:05 A. M.	30 July, 1916		1 1/2 miles east of Macclenny.	82				Freight	Sitting on track				1		1 Aug., 1916 Sitting on track, intoxicated; badly injured.
5:30 P. M.	10 Aug., 1916		100 yds. north of Yulee.	23				Passenger	Sitting on track				1		12 Aug., 1916 Sitting on track, intoxicated.
5:00 P. M.	27 Sept., 1916		West Jacksonville	10				Freight	Struck automobile				1	2	30 Sept., 1916
5:40 A. M.	23 Oct., 1916	24 Oct., 1916	Yomans	87-86		749		Freights	Broken bolts in truck box.	150.00					24 Oct., 1916 Coal car on 87 derailed, side-swiping engine 749 on siding.
5:15 P. M.	24 Oct., 1916		Near Bushnell	778				Work Train	Struck auto on crossing.				1		26 Oct., 1916
5:00 A. M.	8 Dec., 1916		F. & J. Junc., Jacksonville.		428			Switch Train	Engine collided with cars.			2			11 Dec., 1916
5:00 A. M.	12 Dec., 1916		Jacksonville					Switch Train	Coupling engine and car.			1			12 Dec., 1916
5:15 A. M.	14 Dec., 1916		Jacksonville					Switch Train	Auto collided with engine.				1		15 Dec.,